SUPREME COURT OF THE UNITED STATES.

No. 325.

THE STEAMSHIP ADELA AND CARGO, JAMES WALKER MASTER AND CLAIMANT, APPELLANTS,

vs.

THE UNITED STATES.

APPEAL FROM THE DISTRICT COURT OF THE UNITED STATES FOR THE SOUTHERN DISTRICT OF FLORIDA.

INDEX.

	Original.	Print.
Libel	1	1
Order for process	2	3
Report of prize commissioner in matter of papers	2	4
Motion of district attorney, and search warrant for papers	3	5
Claim of James Walker	4	6
Order for further proof	5	7
Final decree	5	9
Notice of appeal	6	10
Allowance of appeal	6	10
Depositions taken in preparatorio before prize commissioner, as follows:		
James Walker	6	11
Wm. W. Benson	11	20
James McGregor	16	30
Andrew C. Harvey	20	37
Charles H. Carpenter	24	46
Patrick Brewster	28	55
Robert Monteith	33	64
Edward Studdart	37	72
Henry Wagstaff	40	79
Depositions read in evidence under order granting further proof, as follows:		
Arthur Bower Forwood	45	89
Wm. Bower Forwood	50	100
Bill of lading, marked A	55	109
Invoice of cargo, marked B	56	111
Policy of insurance on vessel, C	58	113
Policy of insurance on cargo, D	59	115

	Original.	Print.
PAPERS FOUND ON BOARD STEAMER ADELA.		
Certificate of registry of vessel	61	121
Clearance for St. George's, Bermuda	64	123
Clearance from Liverpool	64	123
Extracts from log-book of steamer Adela	65	125
Shipping agreement, officers and crew, steamer Adela	67	129
Package of cards in charge of Benson, first officer	74	135
Letter addressed E. B. A. Taylor, esq., Nassau	76	142
One package marked Bermuda, containing letters addressed to—		
L. Hayliger, Nassau	77	143
John T. Bourne, esq., Bermuda	78	146
Ernest Zachrisson, Nassau	78	147
Cap. Raisbeck	78	147
Mr. H. B. Barbor, esq., El Dorado valley, Mercer county, Virginia	79	149
Mr. Campbell, schooner Jane Campbell, or, in his absence, master of schooner J. C., Nassau	81	152
J. T. Bourne, esq., St. George's, Bermuda, and enclosure	81	153
Mr. Carretero	83	158
John Williams	84	159
T. Ainsworth	84	160
Dactey	85	161
Package directed to Captain Raisbeck, steamer Leopard, containing letters to—		
Thomas Greer	87	166
Adam Patterson	87	167
James Inglis	88	168
Mr. Payne	89	169
Adam Patterson	90	174
Enoch Joseph Benjamin	91	175
Robert James	91	176
John Mulroy	92	177
Robert Jameson	93	179
Henry Williams		181
William Surtees	95	183
Francis Power	95	184
Henry Williams	97	187
Archibald Lang	98	190
J. Osborne	99	192
Archibald Drysdale	99	193
Alexander McFarlane	101	197
Daniel Fraser	105	206
Edward Dadd	106	208
Thomas Mervin	107	210
J. Hodge	108	214
Archibald Drysdale	109	215
James McFarlane	110	217
John McGown	111	220
John Gemmell	112	223
Certificate of clerk of district court	115	231

1 UNITED STATES OF AMERICA:

District court of the United States, southern district of Florida, in admiralty.

No. 65. THE UNITED STATES *vs.* THE STEAMSHIP ADELA and CARGO, JAS. Walker, master and claimant. } Prize.

Be it remembered, that on the fifth day of August, in the year of our Lord one thousand eight hundred and sixty-two, Thomas J. Boynton, esq., attorney of the United States for the southern district of Florida, filed in the office of the clerk of said court his libel of information against the steamship or vessel called the Adela, her tackle, apparel, and furniture, and her cargo, in a cause of prize, in the words and figures following, to wit:

District court of the United States, southern district of Florida, in admiralty.

THE UNITED STATES *vs.* THE STEAMSHIP ADELA and CARGO. }

To the honorable William Marvin, judge of said court:

The libel of Thomas J. Boynton, attorney of the United States for the southern district of Florida, who libels for the United States and for all parties in interest, against the ship or vessel called the Adela, her tackle, apparel, furniture, and cargo, in a cause of prize, alleges that, pursuant to instructions for that purpose from the Presi-
2 dent of the United States, J. Madison Frailey and William C. Rogers, of the United States navy, in and with the United States commissioned ship-of-war, the Quaker City, and Huntsville, their officers and crew, did on the seventh day of July, in the year of our Lord one thousand eight hundred and sixty-two, subdue, seize, and capture on the high seas, as prize of war, the said steamship or vessel called the Adela, of about the burthen of one hundred and seventy-five tons, with a valuable cargo on board of the same, and that said vessel and cargo have been brought into the port and harbor of Key West, in the State of Florida, where the same now are, within the jurisdiction of this honorable court, and that the same are lawful prize of war, and subject to condemnation and forfeiture as such.

Wherefore the said attorney prays that the usual process of attachment in prize causes may issue against said vessel, her tackle, apparel, furniture, and cargo; that monition may issue citing all parties having or claiming any interest or property in said vessel or cargo to appear and claim the same; that the nature, amount, and value may be determined; that due and proper proofs may be taken and heard; and that on all due proceedings being had, the said vessel, the Adela, together with her tackle, apparel, furniture, and

cargo, may, on the final hearing of this cause, by the definitive sentence of this court, be condemned, forfeited, and sold, and the proceeds distributed according to law.

(Signed) THOMAS J. BOYNTON,
U. S. Att'y S. D. of Florida.

3 Whereupon the following order was made and entered in this cause, to wit:

AT CHAMBERS, *August* 5, 1862.

Let monition and attachment issue, returnable August 13th, 1862.

WM. MARVIN, *Judge.*

Whereupon attachment was issued to the marshal of said district, commanding him forthwith to attach, seize, and take into his custody the said steamship or vessel called the Adela, her tackle, apparel, furniture, and the goods, wares, and merchandize comprising the cargo of said vessel, in the port of Key West; or wheresoever the same may be found within his precincts; and the same to keep until the further order of this court.

Which attachment was afterwards by him returned duly executed, and with the return thereon indorsed is on file in the clerk's office.

Also monition was issued to the said marshal, commanding him forthwith to cite and admonish all persons whomsoever, having or pretending to have any right, title, claim, or interest in or to the said vessel, the Adela, her tackle, apparel, furniture, or cargo, to appear at an admiralty session of said court, to be held at the court-rooms of said court at Key West, in said district, on Wednesday, the thirteenth day of August, A. D. 1862, at ten o'clock in the forenoon of that day, to show cause, if any they have, why condemnation and forfeiture should not be decreed according to the prayer of said libellant.

Which monition was afterwards by him returned duly executed, and with the return thereon indorsed is on file in the clerk's office.

4 District court of the United States for the southern district of Florida.

To the honorable William Marvin, judge of the district court of the United States for the southern district of Florida:

The undersigned, George D. Allen, a commissioner appointed by your hon'ble court in matters of prize, reports that on the 10th day of July inst., Samuel L. Breese, a lieut. in the United States navy, attached to the United States ship-of-war, the Quaker City, delivered to me, your said commissioner, at the court rooms in Key West, in my office, certain packages, which the said Lieut. Breese deposed were found on board the steamer called the Adela, captured as prize by the said U. S. ship-of-war Quaker City, James M. Frailey commanding, on the 7th day of said month of July, to wit: One package marked as containing the log-book and papers of the Adela, one sealed paper package marked as from Liverpool for the

postmaster at Nassau, and one canvass bag, tied and sealed, marked as from Bermuda for the postmaster at Nassau; which packages and bag were placed in the library room of the court. The two packages and bag were, when last seen by your commissioner, in drawers in said room; that about 9 o'clock and 30 minutes this morning he discovered that said package marked as from Liverpool for the postmaster at Nassau had been taken and removed from said place and room by some persons or person, and at some time unknown to your said commissioner, and that he has no knowledge or information where the same now is, or in whose custody or control it may be at this time.

Respectfully submitted.

(Sig'd) GEO. D. ALLEN, *Prize Commissioner.*

U. S. dist. court rooms, Key West, July 24, 1862.

5 To the Hon. Wm. Marvin, judge of the dist. court of the United States for the southern dist. of Florida:

The prize commissioner for this district having reported in writing that a package delivered to him by the prize master of the steamer Adela, lately reported for adjudication as prize, has been abstracted from his office and taken from his possession, and that he does not know where the same now is, your petitioner prays the court for an order directing the marshal to search and examine the persons, baggage, and lodging places of all the persons captured in said vessel, and all persons on whom, and all places in which, he may have reason to believe such package or any part thereof may be found.

(Sig'd) THOS. J. BOYNTON,
U. S. Att'y, Petitioner.

SOUTHERN DISTRICT OF FLORIDA :

Whereas the prize commissioner has reported to me that a package of papers taken from on board the prize vessel, the Adela, has been abstracted from his possession by some person to him unknown, and whereas there is reason to suspect that they may have been taken by some person interested in the condemnation or acquittal of the said vessel, now, therefore, you, the said marshal of the said district, are hereby commanded in the name and by the authority of the President of the United States to search the room and baggage of the late master of the Adela, the mates' rooms, the vessel, and other places where there is reasonable ground to suspect the said package may be concealed.

Witness my hand at Key West, the 23d July, 1862.

(Sig'd) WM. MARVIN, *Judge.*

Came to hand 24 July, 1862, and executed same day by searching the rooms in the Russel House, Key West, occupied by the late master, 2d mate, and engineers of the steamer Adela, and by searching the room occupied by the 1st mate at the house of the U. S. marshal, and by searching the rooms on board said ship occupied by the above

persons, and also their baggage, and by searching the rooms
6 and baggage of each of the crew of said steamer, without finding the package described herein.

(Sig'd) J. C. CLAPP, *U. S. Marshal,*
By BENJ. H. KERR, *Dep'y Marshal.*

Afterwards, to wit, on the seventh day of said month of August, James Walker, master of said vessel, the Adela, appears by his proctor, W. C. Maloney, esq're, and files his claim to the said vessel, the Adela, her tackle, apparel, furniture, and her cargo, in the words and figures following, to wit:

United States district court, southern district of Florida:

THE UNITED STATES
vs.
THE STEAMER ADELA and CARGO. } Prize.

And now comes James Walker and says that he is the master of the said steamer, and as such is the lawful bailee of the said steamer, her tackle, apparel, machinery, and furniture, and of her cargo, and he claims the same for the owners thereof.

And he further says that Malcomlson, Henderson, and Montgomery, Earl of Eglinton, subjects of her Britannic Majesty and residents of Great Britain, are the true and only owners of the said steamship, as he is informed and believes and as appears by her register.

He further says that the cargo of the said steamer was shipped in Liverpool, England, by Andrew Birne, and was consigned by bill of lading to Messrs. Saunders and Son, merchants of Nassau, New Prov-
idence, to whom and at which place the same was to be
7 delivered.

And he believes that all the goods laden on board belong to persons subjects of her Britannic Majesty, and that no enemy of the United States has any right or interest in the same.

(Sig'd) JAMES WALKER, *Master.*
WALTER C. MALONEY,
Proctor and Advocate.

Sworn to before me this 7th day of August, 1862.
(Sig'd) GEORGE D. ALLEN, *Clerk.*

Afterwards, to wit, on the eighteenth day of August, in the said year, Thomas J. Boynton, esq'r, attorney of the United States, appeared on behalf of the United States and captors, and moved the hearing of this cause. Proclamation being thereupon ordered and duly made, James Walker, master and claimant of said vessel and cargo, appears by his proctor, W. C. Maloney, esq're, the parties being ready for trial.

This libel and claim being read by the respective counsel, the depositions, papers, and documents returned into court by the prize commissioner being read in evidence, Mr. Boynton argued on behalf of the United States and captors, and Mr. Maloney for the claimant.

Afterwards, to wit, on the twenty-eighth day of said month of August, the parties to this cause appearing, the following order was made and entered in this cause, to wit:

THE UNITED STATES
vs.
THE STEAMER ADELA and CARGO, WALKER, claimant. } Prize.

8 This cause having been heard upon the depositions taken "in preparatorio," and such of the papers found on board the vessel at the time of the capture as are in the custody of the court, a part of them having been abstracted, it is now ordered that the claimant be allowed to produce further proof by showing, on the oaths of the owner or charterer of the ship, the ship's husband or broker in Liverpool, their servants and clerks, the true character and extent of the outward voyage, the voyage or voyages, trip or trips, she was intended to make after arriving at Nassau, and to produce the charter party, if any, the bills of lading, invoices and correspondence, policies of insurance, and other papers relating to the ship, cargo and voyage, and to produce such other proof as may show the true objects and purposes with which the ship was sent to Nassau, and the neutral character and ultimate destination of the cargo; that the depositions be taken on interrogatories and cross-interrogatories before any notary public or magistrate authorized by the local law to administer oaths.

9 Afterwards, to wit, on the twenty-sixth day of February, in the year A. D. 1863, this cause came in to be heard before this court. Present: the honorable William Marvin, judge; Thomas J. Boynton, esq., attorney aforesaid, appearing on behalf of the United States, and W. C. Maloney, esq., proctor for claimant, on behalf of the said claimant. When the court proceeded to hear this cause upon the allegations and pleadings, the depositions taken in preparatorio, and the papers, letters, and writings found on board said vessel, the Adela.

The cause having been fully argued by the respective counsel, the premises were thereupon submitted to the court.

Afterwards, upon consideration thereof, on the same day aforesaid, the parties aforesaid being present, it was ordered, adjudged, and decreed as follows, to wit:

THE UNITED STATES
vs.
THE STEAMER ADELA and CARGO. } Prize.

Further proofs in this cause having been introduced by the claimants, under the former order of the court, and the cause having been reheard upon such further proofs and upon all the proofs in the cause, and having been argued by the district attorney for the government and by Walter C. Maloney, esquire, for the claimant, it is now ordered, adjudged, and decreed that the said steamship or vessel called

the Adela, together with her tackle, apparel, furniture, and cargo, is good prize of war, and that the same be condemned as forfeited to the United States as such prize of war.

10 It is further ordered by consent of parties that the marshal transport the vessel and cargo to New York, and have the same appraised by C. Delano, and Charles Copeland, and Robert Mackie; and the cargo appraised by Howes and Stephen Hyatt, and that he turn over and deliver to the government, at the appraised value, without waiting for the appraisement to be acted on by the court, on the requisition of either the War or Navy Department, the vessel or any part of the cargo; and that he proceed to advertise and sell at public auction any part of the condemned property not taken by the government within forty days from the arrival of the vessel in New York, and that compensation of appraisers shall not exceed fifty dollars each.

It is further ordered by consent of parties that the claimant has leave to appeal from the decree of condemnation without filing an appeal bond.

WM. MARVIN, *Judge.*

Whereupon in open court the claimant appeals from the foregoing decree to the circuit court of the United States next to be holden in and for the southern district of Florida, which appeal was accordingly allowed.

11 THE UNITED STATES
vs.
THE BRITISH STEAMER ADELA and CARGO, Walker, master and claimant. } Prize.

DEPOSITIONS TAKEN IN PREPARATORIO.

Deposition of James Walker, master, before George D. Allen, prize commissioner, at Key West, July 17th, 1862.

1st interrogate. To the first interrogatory deponent answers that he was born in Glasgow, Scotland; his name is James Walker; has lived in Liverpool the last fourteen years; he is a subject of and owes allegiance to the sovereign of Great Britain and Ireland; has never resided or been naturalized in the United States; is married; wife and family live in Liverpool.

2d interrogate. To the second interrogatory deponent answers that he was present on board the Adela at the time of her capture.

3d interrogate. To the third interrogatory deponent answers that he was taken on the 7th day of July ins't, about two and a half miles from the Hole in the Wall, the Hole in the Wall lighthouse bearing north half east. She was taken into Key West; she had no commission or letters authorizing her to make prize. Capt. Frailey, commander of the Quaker City, said that he had information that the Adela had munitions of war on board and was instructed to seize her.

12 4th interrogate. To the fourth interrogatory deponent answers that she sailed under the English colors; she had no other colors on board.

5th interrogate. To the fifth interrogatory deponent answers that no resistance was made to the seizure. The Quaker City fired five guns; the Quaker City made the capture, one large screw steamer and one sailing vessel in sight at the time. The Adela is a merchant vessel; the Quaker City is a United States vessel-of-war; she showed no colors till she fired a shot or shell.

6th interrogate. To the sixth interrogatory deponent answers that she would have entered the port of Nassau first had she not been seized; Nassau was his final port; he don't know where she would have gone after reaching Nassau.

7th interrogate. To the seventh interrogatory deponent answers that her name is the Adela; himself was master; he was appointed to the command by Mr. Burn, of Liverpool; he has known the vessel about five weeks before she sailed from Liverpool; he took possession of her at Liverpool; Capt. Donnan, her former master, delivered her to him at Liverpool about the first of May last, as near as he can recollect.

8th interrogate. To the eighth interrogatory deponent answers that she is one hundred and seventy-three tons net; she had, he thinks, thirty-one persons of the ship's company all on board when she was taken; all British subjects; all but two joined the vessel at Liverpool in May; two joined in Cork in May; all were shipped by himself; they were shipped for Nassau, and any port or
13 ports in the West Indies, at the rate of wages set forth in the shipping articles which were given to the captors; no other compensation was to be received in any event; the agreement was absolute.

9th interrogate. To the ninth interrogatory deponent answers that he was master of the Adela at the time of her capture; he had no part, share, or interest in the vessel or cargo; he had some stores on board in value about sixty or seventy pounds sterling; no one else on board had any part, share, or interest in the vessel or cargo or goods on board to his knowledge.

10th interrogate. To the tenth interrogatory deponent answers that he first saw the Adela at Belfast some three or four months ago; he first particularly knew her about the first of May; she has two small brass signal guns; she had thirty-one men all told on board of her; she was a British-built vessel; her name is the Adela; she has been called by that name since she was launched; he never knew any other name for her.

11th interrogate. To the eleventh interrogatory deponent answers she draws ten feet when fully laden with coal; she drew between seven and a half and eight feet when taken; she was fully laden with coals when she sailed.

12th interrogate. To the twelfth interrogatory deponent answers that she had a register issued at the custom-house, Liverpool; she sailed from Liverpool to Cork; thence to Fayal; thence to St. Mi-

chael's; thence to Bermuda; thence for Nassau; she had about
14 eighty packages of merchandize and coal for her own use on board when she left Liverpool; some of the merchandize was landed at Bermuda, on account of not being able to get a supply of coal there; the storage room was wanted to fill up with timber for fuel; she sailed from Liverpool the 23d of May, and Bermuda the 3d of July.

13th interrogate. To the thirteenth interrogatory deponent answers that she had about eighty or ninety packages, to the best of his knowledge, of merchandize when she left Liverpool, which were put on board in May, 1862, and had a part of the same on board when taken; he cannot tell the different species of lading.

14th interrogate. To the fourteenth interrogatory deponent answers that Messrs. Malcolmson, of Ireland, were the principal owners of the Adela; he knew them to be the owners by the ship's register; he has no personal knowledge or acquaintance with the said owners; further he saith not.

15th interrogate. To the fifteenth interrogatory deponent answers that he don't know of any bill of sale or agreement for the sale of the vessel to the aforesaid owners.

16th interrogate. To the sixteenth interrogatory deponent answers that the lading was put on board at Liverpool in May, 1862; he don't know the names of the laders nor the owners; it was consigned to Messrs. Sanders, , Nassau, N. P.; he don't know what countrymen the laders, owners, or consignees of the cargo are; Mr. Burn, a British subject, shipped the merchandize; he lives at Liverpool; he don't know whether for himself or as agent for other parties;
15 the merchandize was to be delivered at Nassau; he don't know on whose real account, risk, or benefit; he don't know what interest any of the shippers or consignees have in the merchandize.

17th interrogate. To the seventeenth interrogatory deponent answers that one set of three or four copies of bills of lading were signed for the cargo, all true and correct; he don't know the rate of freight or consideration for carrying the merchandize.

18th interrogate. To the eighteenth interrogatory deponent answers that he had no bills of lading or invoices or other papers relating to the merchandize; he had the ship's register on board at the time of her capture; he don't know of any other papers showing ownership in the vessel or the lading on board; the register and other papers were taken by Lieut. Breeze, of the Quaker City, on the morning of the capture; he don't know where they are now.

19th interrogate. To the nineteenth interrogatory deponent answers that by the chart she was in lat. 25° 48′, long. 77° 13′, at the time of being fired at by the Quaker City, and stopped on the 7th day of July about eight to half past eight o'clock in the morning; she was near Abaco lighthouse, about two and a half miles distant; there was no charter party or agreement made for the voyage to his knowledge.

20th interrogate. To the twentieth interrogatory deponent answers

that she had the papers and writings as delivered to Lieut. Breeze on board when she left Bermuda; no papers were burnt or destroyed, thrown overboard, or concealed.

16 21st interrogate. To the twenty-first interrogatory deponent answers that he knew from general information that the United States naval forces were blockading the southern ports of the United States.

22d interrogate. To the twenty-second interrogatory deponent answers that neither the port she had sailed from nor to which she was bound were under an order of blockade by the government of the United States; no warning or notice of any blockade had been indorsed on the vessel's papers; he has not heard any such person or persons say anything about the said vessel running or breaking any blockade at any time.

23d interrogate. To the twenty-third interrogatory deponent answers that the register of the vessel was not examined by any officer of the United States since he took command of her till she was seized, to his knowledge.

24th interrogate. To the twenty-fourth interrogatory deponent answers that she has not attempted to enter nor sail from any blockaded port.

25th interrogate. To the twenty-fifth interrogatory deponent answers that she has not been seized before.

26th interrogate. To the twenty-sixth interrogatory deponent answers that he would lose his own stores if they are condemned, and employment if the vessel is condemned, and expenses; Capt. Frailey, of the Quaker City, said to him that if he had done wrong in the seizure his government would be responsible for the damage done to him and owners.

17 27th interrogate. To the twenty-seventh interrogatory deponent answers that he don't know whether the vessel or cargo are insured or not.

28th interrogate. To the twenty-eighth interrogatory deponent answers that he don't know to whom the cargo would have belonged on being unlading.

29th interrogate. To the twenty-ninth interrogatory deponent answers that he don't know what country the cargo was grown or made in.

30th interrogate. To the thirtieth interrogatory deponent answers that the cargo was taken on board from a wharf at Liverpool, in May last.

31st interrogate. To the thirty-first interrogatory deponent answers that he left a copy of bill of lading at the custom-house in Bermuda. Copies of the bills of lading were also left with the shippers at Liverpool; he don't know of any other papers relating to the vessel or cargo except those which were on board at the time of capture; she had no license.

32d interrogate. To the thirty-second interrogatory deponent answers that Lieut. Breeze took the papers from the vessel at the time of her capture; he don't know where they are now, but believes they are in the custody of the court.

33d interrogate. To the thirty-third interrogatory deponent answers that bulk was broken at Bermuda, by his own order, to increase the storage space for timber.

34th interrogate. To the thirty-fourth interrogatory deponent answers that there were no passengers on board, no one secreted on board, no residents of the United States on board; the officers and crew of the vessel all reside in Great Britain or Ireland.

18 35th interrogate. To the thirty-fifth interrogatory the deponent answers that all the papers found on board were true and fair; he knows of no matter or circumstance to affect their credit; he believes the register was obtained by the owners when the vessel was launched at Glasgow, so far as he knows; the register is a permanent one; no one had any passport, or license, or letter of safe conduct on board; he don't know of any papers in the United States or elsewhere relating to the vessel or cargo, other than those before mentioned; he has not written or signed any letters, except one letter from Fayal and each other port home to Mr. Burn, in regard to the proceedings of the voyage, and the custom-house papers and bills of lading, and drew two drafts on Messrs. Leech, Harrison & Forward of Liverpool, to pay for coal.

36th interrogate. To the thirty-sixth interrogatory deponent answers that the Quaker City was first seen about seven o'clock, on the morning of the capture, as near as he can recollect; the Adela was steering about south-southwest; he cannot say how long she had been on that course without reference to the log; she was coming along the coast of Abaco towards the lighthouse; he cannot tell the latitude or longitude without reference to the log and chart; she did not change her course till he made the lighthouse; she then changed her course and steered for the lighthouse. After rounding the lighthouse she headed for Nassau; she went her most direct course from Bermuda towards Nassau; she was not at any time sailing

19 wide or beyond the port from which she was cleared; she was about forty-four or forty-five miles from Nassau when taken; she had been running about a southwest by west course from twelve o'clock the day before she was taken. A log-book was kept by the chief officer, which was written up to the day before the capture at noon—about noon of that day; entries were made on the log-slate and transcribed to paper by the second officer on the day of capture; he did not see any United States men-of-war on the voyage before the Quaker City.

37th interrogate. To the thirty-seventh interrogatory deponent answers that he don't know of any sales or transfers of the vessel; if restored she would belong to owners named in the register to the best of his belief.

38th interrogate. To the thirty-eighth interrogatory deponant answers that she had two small signal guns mounted on board, no other arms or ammunition belonging to her; one or two rifles and four revolvers were on board, private arms; no other articles of the kinds inquired about on board to his knowledge.

39th interrogate. To the thirty-ninth interrogatory deponent an-

swers that the vessel he believes is owned by the persons named in the register; he don't know who owns the cargo; she was going to Nassau; the cargo was to be delivered at Nassau.

40th interrogate. To the fortieth interrogatory deponent answers that she had no convoy; he had no directions or instructions of the kind.

41st interrogate. To the forty-first interrogatory deponent answers that she had not attempted to enter or sail from any blockaded port.

42d interrogate. To the forty-second interrogatory deponent
20 answers no.

43d interrogate. To the forty-third interrogatory deponent answers no.

(S'd.) JAMES WALKER.

Sworn and subscribed before me this 17th day of July, 1862.

(S'd.) GEORGE D. ALLEN,
Prize Commissioner.

Deposition of William W. Benson before George D. Allen, prize commissioner, at Key West, July 18th, 1862.

1st interrogate. To the first interrogatory deponent answers that his name is William W. Benson; born in England; he has lived at Liverpool the last twelve years; he is a subject of the sovereign of Great Britain and Ireland; has not resided in the United States, nor been naturalized; is married, wife and family live in Liverpool, England.

2d interrogate. To the second interrogatory deponent answers that he was present on board the Adela at the time of her capture.

3d. interrogate. To the third interrogatory deponent answers that she was captured on Monday, the 7th day of July, instant; at the time of capture Abaco lighthouse bore north half east, distant four miles; she was brought to Key West; she had no commission to make prize that he is aware of; he understood from the prize officers that they had information in regard to the Adela that she was intended to run the blockade.

4th interrogate. To the fourth interrogatory deponent an-
21 swers that she sailed under the English colors; she had no other national colors on board that he is aware of.

5th interrogate. To the fifth interrogatory deponent answers that no resistance was made to the capture other than trying to escape. The Quaker City fired six guns, two passing forward, two on the starboard side, and the fifth striking the vessel, the last for her to heave to, as he understood from the circumstances; the Quaker City made the capture; an American screw steamer, said to be the Huntsville, was in sight at the time; a sailing vessel was in sight a short time before. The Adela is a merchant vessel; the Quaker City is a United States vessel-of-war; he believes she carries nine guns.

6th interrogate. To the sixth interrogatory deponent answers that the Adela would have entered Nassau as the first port, had she not been seized; he cannot say, certainly, what port she would have en-

tered next, but his belief is that she would have entered the port of Charleston; he believes that in the event of her going to Charleston she would have returned to Nassau.

7th interrogate. To the seventh interrogatory deponent answers that her name is the Adela; James Walker was master; he believes Messrs. Leech, Harrison & Forward, merchants at Liverpool, appointed him to the command in Liverpool; he has known the vessel since May last, and Captain Walker eleven years; he took possession of her at Belfast or Liverpool; he don't know who delivered her to him;
22 Captain Walker lives at Liverpool; he believes he has always lived in England, and is a British subject.

8th interrogate. To the eighth interrogatory deponent answers that her tonnage is about one hundred and fifty-six tons net; thirty persons or thirty-one of the vessel's company belonged to her at the time of her capture, all on board; they are all British subjects; all but three came on board at Liverpool; Captain Walker, the master, shipped them; three came on board at Cork; all came on board in May last. The articles were signed for a period of six months, not to exceed twelve, to go to Nassau, then to ports in America. The officers and engineers were to receive a bonus over and above the monthly wages specified in the shipping agreement, in the event of successfully running the blockade; in accordance with a stamped agreement made between them and Messrs. Leech, Harrison & Forward at Liverpool, on or about the seventeenth of May, the monthly wages were to be paid as set forth in the shipping agreement to all the men on board without any condition.

9th interrogate. To the ninth interrogatory deponent answers that he belonged to the company of the vessel—was chief officer at the time of capture; the master had a lot of onions on board, four or five revolvers, and he thinks one or two rifles; he is not aware of any one else on board having any part, share, or interest in the vessel, or goods, or merchandize which was on board at the time of capture.

10th interrogate. To the tenth interrogatory deponent an-
23 swers that he has known the vessel since May last; first saw her in Liverpool; she had two little brass pivot-guns for signalling; thirty or thirty-one persons all told were on board of her; she is a British-built vessel; her name is the Adela; she has been called by that name since she was built; he never knew of any other name for her.

11th interrogate. To the eleventh interrogatory deponent answers that she draws about ten feet when fully loaded; she drew about eight feet when captured; she was deeply laden with coals for the voyage when she left Liverpool.

12th interrogate. To the twelfth interrogatory deponent answers that she had, he believes, a register obtained at the custom-house, Glasgow. She sailed from Liverpool to Cork; thence to Fayal for coal; thence to St. Michael's for coal; thence to Bermuda for coal; thence for Nassau, and was taken on the passage. The voyage began at Liverpool, and would have ended on her return to any port in the United Kingdom; she carried coal for the vessel's use and about

seventy packages of merchandize when she left Liverpool. She landed at Bermuda twenty-five cases of the merchandize; he don't know the kinds of merchandize. She sailed from Liverpool on the twenty-third of May, and Bermuda on the second or third of July.

13th interrogate. To the 13th interrogatory deponent answers that she carried about seventy packages of merchandize when
24 she left Liverpool; she had forty to fifty of the same packages on board when she was taken, and a lot of onions. He don't know the contents of the cases of merchandize; it was put on board in May, 1862.

14th interrogate. To the fourteenth interrogatory deponent answers that Messrs. Leech, Harrison, and Forward, of Liverpool, and other parties, he believes are the owners of the Adela. Messrs Leech, Harrison & Forward engaged him as chief officer of the vessel, and assumed to be the managing owners; he believes they are British subjects by birth, and reside at Liverpool; he cannot say anything about the other owners. The present owners purchased of parties in Belfast in the month of May last.

15th interrogate. To the fifteenth interrogatory deponent answers that he has no knowledge of any bill of sale, or agreement for the purchase of the vessel.

16th interrogate. To the sixteenth interrogatory deponent answers that the lading was put on board in Liverpool, in May, 1862. He believes Messrs. Leech, Harrison and Forward shipped the merchandize; he don't know who were the owners of the same, nor the consignees; he believes it was to be delivered at Nassau; he don't know for whose account, risk, or benefit; further he saith not.

17th interrogate. To the seventeenth interrogatory deponent answers that he don't know how many bills of lading were signed for the merchandize on board; he never saw any. He don't know the rate of freight or consideration for carrying the cargo.

18th interrogate. To the eighteenth interrogatory deponent
25 answers that he had no bills of lading or any papers to show the interest of any one in the vessel or the merchandize on board. He does not know what papers relating to the vessel or cargo were on board; they were all in the hands of the captain.

19th interrogate. To the nineteenth interrogatory deponent answers that she was in lat. 25 deg. 46½ min. N., long. 77 deg. 13 min. W., when captured, on Monday, the 7th of July, about 9.15 in the morning; she was near Abaco lighthouse, about four miles distant. He don't know of any charter party or agreement for the voyage.

20th interrogate. To the twentieth interrogatory deponent answers that he don't know what papers were on board relating to the vessel or cargo; he burnt two private letters on the morning of the capture, one addressed to a person in Charleston, the other to a person in Savannah. He don't know of any other letters or papers being burnt, thrown overboard, or concealed. He knew of a package of mail matter from Liverpool addressed to the postmaster at Nassau, and a bag of mail matter from Bermuda for Nassau on board.

21st interrogate. To the twenty-first interrogatory deponent answers that he knew that the southern ports of the United States were under blockade by common report at the time the Adela sailed from Liverpool.

22d interrogate. To the twenty-second interrogatory deponent answers that neither the port from which she sailed or to which she was bound were under an order of blockade by the government of
26 the United States at the time of her sailing. Messrs. Leech, Harrison & Forward agreed with the officers and engineers of the Adela to pay a bonus for each voyage in running the blockade after her arrival at Nassau ; no definite port was named.

23d interrogate. To the twenty-third interrogatory deponent answers that the register of the vessel was not shown to or examined by any officer of the United States before the capture, to his knowledge.

24th interrogate. To the twenty-fourth interrogatory deponent answers that she has not attempted to enter or sail from any blockaded port.

25th interrogate. To the twenty-fifth interrogatory deponent answers that she has not been before seized, to his knowledge.

26th interrogate. To the twenty-sixth interrogatory deponent answers that he might lose his pay and emoluments if the vessel is condemned ; no indemnity or satisfaction, or promise of satisfaction, has been received since the capture ; an additional three months' pay was guaranteed by Messrs. Leech, Harrison & Forward in case of capture, as stated in the agreement before mentioned.

27th interrogate. To the twenty-seventh interrogatory deponent answers that he don't know whether the vessel or cargo are insured or not.

28th interrogate. To the twenty-ninth interrogatory deponent answers that he believes that the merchandize on board was English manufacture.

29th interrogate. To the thirtieth interrogatory deponent answers that the cargo was taken on board at the quay at Liver-
27 pool in May, about the 17th day.

31st interrogate. To the thirty-first interrogatory deponent answers that he is not aware of any papers in any country besides the United States, except the agreement with Messrs. Leech, Harrison & Forward, as before mentioned, that relate to the vessel or her cargo.

32d interrogate. To the thirty-second interrogatory deponent answers that Lieut. Breeze took a box containing the ship's papers and carried them on board the Quaker City on the morning of the capture ; shortly after he received a written order from Capt. Walker, who was then on board the Quaker City, to deliver to the bearer, who was the coxswain of the Quaker City's boat, the official and common log-books of the vessel, and the mail matter on board, which were delivered accordingly, and were carried on board that ship.

33d interrogate. To the thirty-third interrogatory deponent answers that bulk was broken at Bermuda, by order of Captain Walker;

about twenty-five cases of merchandize were landed, then about the first of July; he don't know for what purpose.

34th interrogate. To the thirty-fourth interrogatory deponent answers that there were no passengers on board; no one secreted on board; no resident of the United States on board. All of the persons on board were residents of Great Britain and Ireland.

35th interrogate. To the thirty-fifth interrogatory deponent answers that the papers are all true and fair so far as he knows. He was not present at the time any of the papers were made
28 out, except the shipping articles and private agreement before mentioned. He don't know of any one having any passport, or license, or letters of safe-conduct on board; he has no knowledge of any papers relating to the vessel or cargo being sent anywhere. He wrote a letter by request of Capt. Walker when at Fayal, to the American consul at that port, applying for a supply of coal for the vessel, which letter was signed by Captain Walker and sent to the consul. The consul declined supplying the coal. Then another was written by request of Captain Walker to Messrs. Leech, Harrison & Forward, stating their inability to obtain coal at Fayal and the intention to proceed to St. Michael's for a supply, which, he believes, was copied by Captain Walker and forwarded in his handwriting. At Bermuda another letter was writ ten by him for Captain Walker to the governor asking for a supply of coal.

36th interrogate. To the thirty-sixth interrogatory deponent answers that the Quaker City was seen about 7.45 on the morning of the capture. The Adela was steering close along the land for Abaco lighthouse, nearly a south course; he cannot tell how long she had been on that course; she was in lat. 25 deg. 55 min. N., and long. 77 deg. 11 min., when he first saw the Quaker City; the course was not changed till after she rounded the lighthouse; she then changed her course to south three quarters west, to the best of his recollec-
29 tion; she continued on that course till she was taken, or very nearly so; she was pursuing her most direct course from Bermuda for Nassau all of the passage; she was about forty-three miles from Nassau when taken. The common and official log-book were both kept by himself on board; it was written up after the observations at noon on the day previous to the capture. He had not seen any United States vessel-of-war on the voyage before the Quaker City.

37th interrogate. To the thirty-seventh interrogatory deponent answers that he has no knowledge of any sales or transfers of the vessel; further he saith not.

38th interrogate. To the thirty-eighth interrogatory deponent answers that she had two small brass signal guns mounted on board. The captain had four or five revolvers and one or two rifles on board, and ammunition for the same; she had some few rockets and blue-lights for her own use on board; none of the other articles inquired about on board to his knowledge.

39th interrogate. To the thirty-ninth interrogatory deponent answers that he believes that Messrs. Leech, Harrison & Forward, of

Liverpool, and some other persons unknown to him, were the owners of the vessel and cargo; she was destined to Nassau.

40th interrogate. To the fortieth interrogatory deponent answers she had no convoy; he had no instructions or directions of the kind.

41st interrogate. To the forty-first interrogatory deponent answers that she had not attempted to enter or sail from any port under blockade.

42d interrogate. To the forty-second interrogatory deponent answers not to his knowledge.

43d interrogate. To the forty-third interrogatory deponent answers no.

(S'd) WILLIAM WILLS BENSON.

Sworn and subscribed before me this 14th day of July, 1862.

(S'd) GEORGE D. ALLEN, *Prize Commissioner.*

Deposition of James McGregor before George D. Allen, prize commissioner, at Key West, July 18th, 1862.

1st interrogate. To the first interrogatory deponent answers that his name is James McGregor; born in Scotland; has lived in Scotland and Liverpool the last seven years; he now lives in Gourock, Scotland; has lived there about one year; has always lived in Great Britain; he is a subject of the sovereign of Great Britain and Ireland, and owes allegiance to that country; has never resided in the United States, nor been naturalized in that country; is married; wife and family live at *at* Gourock, Scotland.

2d interrogate. To the second interrogatory deponent answers that he was present on board the Adela at the time of her capture.

3d interrogate. To the third interrogatory deponent answers that she was taken on Monday, the 7th of July, off the point called the Hole in the Wall, about two and a quarter miles from the point of land; she was taken into Key West; she had no commission or letters authorizing her to make prize, that he is aware of; he don't know why she was seized.

4th interrogate. To the fourth interrogatory defendant answers that she sailed under the English colors; she had no others on board to his knowledge.

5th interrogate. To the fifth interrogatory deponent answers that no resistance was made to the capture; the Quaker City, he thinks, fired five guns; the Quaker City made the capture; a screw steamer, which appeared to be armed, was in sight at the time, and one sailing vessel. The Adela is a merchant vessel; the Quaker City is an American vessel-of-war; he thinks she carries seven guns.

6th interrogate. To the sixth interrogatory deponent answers that she would have gone to Nassau first had she not been seized. He cannot say to what port she would have gone next.

7th interrogate. To the seventh interrogatory deponent answers that her name is the Adela; James Walker was master; he has known the vessel two months, and Capt. Walker a year or more; he don't know who appointed Capt. Walker to the command, nor who deliv-

ered her to him, nor where he took possession of her. To the best of his belief, Capt. Walker is a British subject; he cannot tell where he resides or has resided.

8th interrogate. To the eighth interrogatory deponent answers that he thinks she is about one hundred and eighty to two
32 hundred tons burthen, net; about thirty persons belonged to the company of the vessel, all on board when she was taken; he thinks they are all British subjects; all came on board at Liverpool except one or two who joined her at Cork. Capt. Walker hired him at Liverpool in May; he signed a shipping agreement to go to Nassau, West India islands, and ports in the Gulf of Mexico, as near as he can recollect, at fifteen pounds sterling a month; he cannot say that any of the vessel's company were to receive any larger compensation in any event; it was a bona fide agreement.

9th interrogate. To the ninth interrogatory deponent answers that he was first assistant engineer of the Adela at the time of her capture; he owned no part, share, or interest in the vessel or in the merchandize on board; he cannot say whether any one on board of the Adela owned any part, share, or interest in the vessel, or goods on board, or not.

10th interrogate. To the tenth interrogatory deponent answers that he has known of the Adela since she was built in 1859; he first saw her at Liverpool in May last; she had two very small signal guns; she had about thirty men and boys on board of her; she was built in Scotland; her name is the Adela; he never knew of any other name for her.

11th interrogate. To the eleventh interrogatory deponent answers that he thinks the Adela draws about eight or nine feet when laden with merchandize; he cannot tell what she drew when taken;
33 she was deeply laden with coal when she left Liverpool.

12th interrogate. To the twelfth interrogatory deponent answers that he thinks she had a register as a British vessel; she sailed from Liverpool to Cork, thence to Fayal, thence to St. Michael's, thence to Bermuda, thence for Nassau, and was taken on the passage; he don't know as she carried any cargo except the coal for the voyage; she sailed from Liverpool about the 21st to the 23d of May, and Bermuda a few days before the capture.

13th interrogate. To the thirteenth interrogatory deponent answers that she carried coal when she left Liverpool, and had a little coal on board when taken.

14th interrogate. To the fourteenth interrogatory deponent answers that he don't know who owned the vessel; further he saith not.

15th interrogate. To the fifteenth interrogatory deponent answers that he don't know of any bill of sale for the vessel or agreement for her.

16th interrogate. To the sixteenth interrogatory deponent answers that he don't know of any cargo but coal for her own use on board.

17th interrogate. To the seventeenth interrogatory deponent answers that he cannot say that there were any bills of lading.

18th interrogate. To the eighteenth interrogatory deponent an-

swers that he had no papers or letters relating to the vessel or her cargo; he don't know of any papers, letters, or writings, showing the interest of any person or parties in the vessel or cargo, being on board.

34 19th interrogate. To the nineteenth interrogatory deponent answers that he don't know the lat. or long. of the vessel at time of capture; she was taken on Monday, the 7th of July, between nine and ten o'clock.

20th interrogate. To the twentieth interrogatory deponent answers that he don't know what papers, letters, or writings were on board when she left Bermuda; no papers or letters burnt, thrown overboard, or concealed, to his knowledge.

21st interrogate. To the twenty-first interrogatory deponent answers that he had heard about the United States naval vessels blockading some of the southern ports; he had heard of the blockade in England and in New York.

22d interrogate. To the twenty-second interrogatory deponent answers that the ports from which she sailed were not blockaded; he did not know of any blockade of the port to which she was bound; there was no notice written on the vessel's papers of the blockade of any port to his knowledge; he did not hear any remarks about her running or violating any blockade.

23d interrogate. To the twenty-third interrogatory deponent answers that the register of the Adela was not examined by any officer of the United States, before the capture, to his knowledge.

24th interrogate. To the twenty-fourth interrogatory deponent answers that she has not attempted to enter or sail from any blockaded port that he is aware of.

25th interrogate. To the twenty-fifth interrogatory depo-
35 nent answers that she has not been seized before as a prize that he is aware of.

26th interrogate. To the twenty-sixth interrogatory deponent answers that he would not lose anything by the seizure and detention that he is aware of.

27th interrogate. To the twenty-seventh interrogatory deponent answers that he could not say whether the vessel or the goods on board are insured or not.

28th interrogate. To the twenty-eighth interrogatory deponent answers that he don't know.

29th interrogate. To the twenty-ninth interrogatory deponent answers that the coal on board he believes was English coal.

30th interrogate. To the thirtieth interrogatory deponent answers that he does not know of any lading but coal on board.

31st interrogate. To the thirty-first interrogatory deponent answers that he has no knowledge of any such papers.

32d interrogate. To the thirty-second interrogatory deponent answers that he believes that the papers of the vessel were taken on board the Quaker City on the day of capture; he don't know what has become of them.

33d interrogate. To the thirty-third interrogatory deponent an-

swers that there was no goods landed to his knowledge before or since the capture.

34th interrogate. To the thirty-fourth interrogatory deponent answers that there were no passengers on board the vessel; no one secreted on board; no citizen of the United States on board. He thinks all the officers and crew of the vessel are British sub-
36 jects.

35th interrogate. To the thirty-fifth interrogatory deponent answers that he knows nothing about the papers relating to the vessel or the goods on board. He don't know of any one on board having any passport or license or letter of safe-conduct. He has only signed the articles.

36th interrogate. To the thirty-sixth interrogatory deponent answers that the Quaker City was seen between six and seven o'clock, he thinks, on the morning of the capture. He don't know the course of the Adela at the time; he don't know the latitude or longitude of the vessel at the time. He don't know whether the Adela changed her course or not; he thinks she changed her course after passing the light. He was not acquainted with the movements of the vessel. He knew nothing about the log-book of the vessel. He did not see any United States vessel-of-war on the voyage, to his knowledge.

37th interrogate. To the thirty-seventh interrogatory deponent answers, that he knows nothing about any sales or transfers of the vessel. If restored he cannot tell to whom she would belong.

38th interrogate. To the thirty-eighth interrogatory deponent answers that there were two small signal guns mounted on board; no other arms or ammunition belonging to her that he is aware of; he don't know of any other arms on board. There was none of the arti-
cles inquired about on board that he is aware of.

37 39th interrogate. To the thirty-ninth interrogatory deponent answers that he don't know who owns the vessel or the goods on board of her. She was bound to Nassau.

40th interrogate. To the fortieth interrogatory deponent answers she had no convoy. He had no instructions or directions at all.

41st interrogate. To the forty-first interrogatory deponent answers that she has not attempted to sail from or enter any blockaded port.

42d interrogate. To the forty-second interrogctory deponent answers she has not carried any such commission or letters that he is aware of.

43d interrogate. To the forty-third interrogatory deponent answers that she has not so acted to his knowledge.

(S'd) JAMES McGREGOR.

Sworn and subscribed before me this 19th day of July, 1862.

(S'd) GEORGE D. ALLEN,
Prize Commissioner.

Deposition of Andrew C. Harvey before George D. Allen, prize commissioner, at Key West, July 21st, 1862.

1st interrogate. To the first interrogatory deponent answers that his name is Andrew C. Harvey; born in Wales; has always lived in Great Britain. He is a subject of the sovereign of Great Britain and Ireland, and owes allegiance to that country. He has never before been in the United States. Is married; wife and family live
38 in Devonshire, England.

2d interrogate. To the second interrogatory deponent answers that he was present at the time of the taking of the Adela.

3d interrogate. To the third interrogatory deponent answers that she was taken on the 7th day of July inst., about half-past eight o'clock in the morning, in sight of a place called the Hole in the Wall; she was taken to Key West; she had no commission or letters authorizing her to make prize to his knowledge; he don't know why she was seized.

4th interrogate. To the fourth interrogatory deponent answers that she sailed under the English colors; she had no other national colors on board.

5th interrogate. To the fifth interrogatory deponent answers that no resistance was made to the seizure. The Quaker City fired five guns. The Quaker City made the capture, one other steamer in sight at the time, which was stated to be the Huntsville. The Adela is a merchant vessel. The Quaker City proved to be a United States vessel-of-war; he don't know of what force.

6th interrogate. To the sixth interrogatory deponent answers that the Adela would have entered the port of Nassau first, had she not been captured; he don't know what particular port she would have entered next; she was, he believes, going to open a new line between Nassau and some ports in the West Indies.

7th interrogate. To the seventh interrogatory deponent an-
39 swers that her name is the Adela; Capt. Walker was master; he don't know who appointed him to the command; he took command at Liverpool; he was in command when he joined her; he don't know how long he had been in command, nor who delivered her to him; he believes Capt. Walker is a British subject; he don't know his place of residence; he has known him about two months.

8th interrogate. To the eighth interrogatory deponent answers that the Adela is about one hundred and seventy tons burthen; thirty-one, all told, belonged to the company of the vessel, all on board of her when she was taken; they are all British subjects; Mr. Brewster, the chief engineer, took him to a shipping office at the Sailor's Home, Liverpool, where he signed the articles to go to Nassau, or any ports in the West Indies or Atlantic Ocean, for eight pounds a month, and a shilling a day wine money; he shipped the 19th of May; all who joined the vessel at Liverpool shipped at the same time, which were all but three of the crew of the vessel; three joined at Queenstown, port of Cork, on the 24th of May; Capt. Walker shipped two seamen, and Mr. Brewster, the chief engineer, employed

one fireman; a written agreement was made between him and Capt. Walker for which he was to receive an additional five pounds for every trip he made out of Nassau, in consideration of going to sickly stations. The agreement signed before the shipping master
40 at Liverpool was absolute; the eight pounds per month and wine money were to be paid to him without deduction.

9th interrogate. To the ninth interrogatory deponent answers that he belonged to the company of the vessel; was fourth engineer; he did not own any part of the vessel or merchandize on board of her; he don't know of any of the officers or crew of the vessel who did.

10th interrogate. To the tenth interrogatory deponent answers that he has known of the vessel about four months; he first saw her at Liverpool about the middle of May; she has two little signal guns; she had thirty-one men and boys on board of her; she was built in Scotland; her name is the Adela; she has never been called by any other name to his knowledge.

11th interrogate. To the eleventh interrogatory deponent answers that she draws about eight or nine feet fully laden; she drew about seven and a half feet when taken; she was fully loaded with coal when she left Queenstown.

12th interrogate. To the twelfth interrogatory deponent answers that she had a register as a British vessel; she sailed from Liverpool to Queenstown, port of Cork; thence to Fayal; thence to St. Michael's; thence to St. George's, Bermuda; thence for Nassau, and was taken on the voyage. The voyage began at Liverpool, and would have ended on her return to England; she had some cases of merchandize when she left Liverpool, and had the same merchan-
41 dize on board when taken; she sailed from Liverpool the twenty-third day of May, and Bermuda three or four days before the capture.

13th interrogate. To the thirteenth interrogatory deponent answers that she carried some cases of merchandize when she left Liverpool, and coal for her own use; she had the same merchandize and some coal and wood for fuel on board when she was taken. He cannot tell the quantity of merchandize, nor the kind. The merchandize was put on board in May, 1862.

14th interrogate. To the fourteenth interrogatory deponent answers that he believes that Messrs. Leech, Harrison, and Forward were the owners of the vessel. He believes them to be the owners, as Mr. Forwood was attending to the business of the vessel at Liverpool. Messrs. Leech, Harrison, and Forwood are merchants, doing business at Liverpool. He believes them to be British subjects. He cannot tell how long the present owners have been in possession, nor of whom they purchased.

15th interrogate. To the fifteenth interrogatory deponent answers that he has no knowledge of any bills of sale or agreement for the transfer of the vessel to the owners.

16th interrogate. To the sixteenth interrogatory deponent answers that the merchandize on board was put on board at Liverpool in May, 1862. He don't know who the laders, or owners, or the consignees

of the cargo are. He believes it was to be delivered at Nas-
42 sau. He don't know for whose account, risk or benefit. If restored he cannot tell to whom it would belong.

17th interrogate. To the seventeenth interrogatory deponent answers that he has no knowledge of any bills of lading for the merchandize, or rate of freight for which it was carried.

18th interrogate. To the eighteenth interrogatory deponent answers that he had no papers of any kind, showing the ownership in the vessel and merchandize on board. He never saw any papers on board of any kind, showing the interest of any persons in the vessel or merchandize.

19th interrogate. To the nineteenth interrogatory deponent answers that he don't know the lat. or long. of the vessel at the time of capture. She was taken on Monday, the 7th day of July, 1862, about half-past eight o'clock in the morning. When the first gun was fired from the Quaker City, she was about a mile and three-quarters to two miles from shore off the Hole in the Wall. There was no charter party or agreement for the voyage to his knowledge.

20th interrogate. To the twentieth interrogatory deponent answers that he don't know what papers, or letters, or writings were on board; he had no knowledge of any papers or letters or writings being burnt or destroyed in any manner on board, or thrown overboard or concealed.

21st interrogate. To the twenty-first interrogatory deponent answers that he knew by the newspapers that the government of the United States held Charleston, New Orleans, and other southern ports under blockade when they sailed from England.

43 22d interrogate. To the twenty-second interrogatory deponent answers that there was no order of blockade of the port from which she sailed, nor of the port to which she was bound at the time she sailed on the voyage. No warning or notice had been written on any of the vessel's papers of any blockade, to his knowledge. He has not heard any such person say anything about her running or violating any blockade.

23d interrogate. To the twenty-third interrogatory deponent answers that the register of the vessel had not been examined by any officer of the United States before the capture, to his knowledge.

24th interrogate. To the twenty-fourth interrogatory deponent answers that the Adela has not attempted to enter or sail from any of the blockaded ports.

25th interrogate. To the twenty-fifth interrogatory deponent answers that she has not been seized before as a prize.

26th interrogate. To the twenty-sixth interrogatory deponent answers that he could only lose his pay; no indemnity or satisfaction or promise of satisfaction has been received for the loss he might sustain.

27th interrogate. To the twenty-seventh interrogatory deponent answers that he don't know whether the vessel or merchandize are insured or not.

28th interrogate. To the twenty-eighth interrogatory deponent an-

swers that he has no knowledge who the merchandize on board would have belonged to on being unladen.

29th interrogate. To the twenty-ninth interrogatory deponent answers, that the merchandize on board he believes was English manufacture.

44

30th interrogate. To the thirtieth interrogatory deponent answers that he believes that all the merchandize was taken on board at a quay at Liverpool, in May.

31st interrogate. To the thirty-first interrogatory deponent answers that he don't know as there are papers anywhere relating to the vessel or cargo; she had no license, to his knowledge.

32d interrogate. To the thirty-second interrogatory deponent answers that the papers on board at the time of capture, he understood, were taken on board the Quaker City.

33d interrogate. To the thirty-third interrogatory deponent answers that bulk was not broken, to his knowledge.

34th interrogate. To the thirty-fourth interrogatory deponent answers that there were no passengers on board; no one secreted on board; no citizen of the United States on board. The officers and crew of the vessel all reside in Great Britain or Ireland.

35th interrogate. To the thirty-fifth interrogatory deponent answers that he believes that all the papers which were found on board were true and fair; he knows nothing to affect their credit. He was only present at the signing of the shipping articles. He don't know of any one on board having a passport or license or letter of safe-conduct. He don't know of any papers in the United States or elsewhere, relating to the vessel or the merchandize on board.

45

He has not written or signed any letters or papers that relate to the vessel or merchandize.

36th interrogate. To the thirty-sixth interrogatory deponent answers that the Quaker City was first seen about a quarter past seven on the morning of the capture. The Adela was then running towards the Hole in the Wall; he don't know how long she had been on the course. He don't know the lat. or long. She was about ten miles above the Hole in the Wall: she changed her course to round the point; when she got off the point, after rounding the point, she changed her course for Nassau; she was headed for that port, to the best of his knowledge, when she was brought to by the Quaker City. He thinks she made her most direct course from Bermuda for Nassau. She had not gone wide or beyond Nassau. He thinks a log-book was kept on board; he don't know by whom. He did not see any United States vessel-of-war before the Quaker City on the voyage.

37th interrogate. To the thirty-seventh interrogatory deponent answers that he don't know of any sales or transfers of the vessel. If restored, he cannot tell to whom she would belong, but believes to Messrs. Leech, Harrison and Forwood.

38th interrogate. To the thirty-eighth interrogatory deponent answers that she has two little signal guns mounted on board, no other arms or ammunition belonging to her. The chief engineer had a fowling piece. None of the other articles inquired about on board.

46

39th interrogate. To the thirty-ninth interrogatory deponent answers that, to the best of his belief, Messrs. Leech, Harrison and Forwood own the vessel; he don't know who owns the merchandize; she was going to Nassau.

40th interrogate. To the fortieth interrogatory deponent answers that she had no convoy. He had no instructions or directings of the kind.

41st interrogate. To the forty-first interrogatory deponent answers that she has not sailed from or attempted to enter any blockaded port.

42d interrogate. To the forty-second interrogatory deponent answers that he had no commission or letters of the kind.

43d interrogate. To the forty-third interrogatory deponent answers that he has never so acted.

(S'd) ANDREW HARVEY.

Sworn and subscribed before me this 21st day of July, 1862.

(S'd) GEORGE D. ALLEN,
Prize Commissioner.

Deposition of Charles H. Carpenter before George D. Allen, prize commissioner, at Key West, July 22d, 1862.

1st interrogate. To the first interrogatory deponent answers that his name is Charles H. Carpenter; born in Black Torrington, England; he has been at sea the last seven years; his residence at
47 home, in Lanneeston, England. He is a subject of the Queen of Great Britain and Ireland. Has never resided in the United States. Is not married.

2d interrogate. To the second interrogatory deponent answers that he was present at the time of the capture of the Adela.

3d interrogate. To the third interrogatory deponent answers that she was captured on the seventh day of July instant, off Abaco light-house, New Providence channel; she was taken into Key West; she had no commission or letters authorizing her to make prize. He did not hear any reason given for the seizure by the officers who made the capture.

4th interrogate. To the fourth interrogatory deponent answers that she sailed under the English colors; she had no other colors on board to his knowledge.

5th interrogate. To the fifth interrogatory deponent answers that no resistance was made to the seizure. The Quaker City fired six guns loaded with shot or shell; the fifth was a shell, which struck the vessel on the starboard side of the quarter-deck. The United States steam sloop Quaker City made the capture. The United States steam sloop Huntsville was in sight, and one brigantine. The Adela is a merchant vessel. The Quaker City is a United States vessel-of-war, he don't know of what force.

6th interrogate. To the sixth interrogatory deponent answers that the Adela would have entered the port of Nassau first had she
48 not been captured. He cannot tell to what ports she was bound after going to Nassau.

7th interrogate. To the seventh interrogatory deponent answers that her name is the Adela; James Walker was master. He cannot tell who appointed him to the command; he was in command when he joined her. He has known the vessel since May last, and Capt. Walker the same time. He don't know where he took possession of her, nor who delivered her to him. He believes Capt. Walker lives at Liverpool, and is married; he believes that he is a British subject.

8th interrogate. To the eighth interrogatory deponent answers that the Adela is about one hundred and seventy-five tons net; thirty-one, all told, belonged to the company of the vessel at the time of capture, all on board. He believes that all were British subjects; all but three came on board at Liverpool; three joined at Queenstown; all were, he believes, shipped by Captain Walker at Liverpool and Queenstown in May. They were shipped for a voyage for Nassau and the West Indies, not to exceed twelve months, for the pay as by the articles; ten pounds a trip was to be paid him for every trip made after she arrived at Nassau, as he was told by Captain Walker. The wages as appears by the articles were to be paid him while he remained by the ship.

9th interrogate. To the ninth interrogatory deponent answers that he belonged to the company of the vessel; was second officer at the time of her capture. He believes Captain Walker had a lot of
49 onions on board. He don't know of any one else on board having any part, share, or interest in the vessel or merchandize on board.

10th interrogate. To the tenth interrogatory deponent answers that he has known the Adela since May last; first saw her at Liverpool; she has two very small signal guns; thirty-one men and boys were on board of her; she was built in Scotland; her name is the Adela; she has had no other name to his knowledge.

11th interrogate. To the eleventh interrogatory deponent answers that she draws about eight feet or nine feet when loaded, as he thinks; she drew to the best of his knowledge between seven and eight feet when taken; she was deeply laden with coals for the voyage when she left Liverpool.

12th interrogate. To the twelfth interrogatory deponent answers that he never saw her papers; he believes she was registered as a British vessel; she sailed from Liverpool to Queenstown, thence to Fayal, thence to St. Michael, thence to Bermuda, thence for Nassau, but was captured off Abaco lighthouse. The voyage began at Liverpool and would have ended at Nassau. She carried merchandize in cases when she left Liverpool, and coal for the voyage; she landed a part of the cases of merchandize at Bermuda; the remainder were on board when she was taken; she sailed from Liverpool the 23d of May, and Bermuda the third of July.

13th interrogate. To the thirteenth interrogatory deponent answers that she carried some merchandize in cases or boxes when she
50 left Liverpool, and had a part of the same on board when she was taken. The merchandize was put on board in May, 1862. He don't know the kind or quantity of said merchandize.

14th interrogate. To the fourteenth interrogatory deponent answers that he don't know who the owners of the vessel are, nor how long they have been in possession, or of whom they purchased.

15th interrogate. To the fifteenth interrogatory deponent answers that he don't know of any bills of sale or agreement for the said vessel to any owners.

16th interrogate. To the sixteenth interrogatory deponent answers that the merchandize he believes was put on board in May, at Liverpool. He does not know who shipped the merchandize; it was on board when he joined her; he don't know to whom the merchandize belongs. It was, he believes, to be landed at Nassau. He cannot tell to whom it was consigned. He cannot tell for whose account, risk, or benefit it was shipped.

17th interrogate. To the seventeenth interrogatory deponent answers that he has no knowledge of any bills of lading for the merchandize on board. He don't know on what terms the merchandize was carried.

18th interrogate. To the eighteenth interrogatory deponent answers that he had no papers of any kind showing the interest of any persons in the vessel or goods on board. He don't know what papers of the kind were on board.

19th interrogate. To the nineteenth interrogatory deponent
51 answers that she was in l't 25° 45′ N. when she was first fired at, and 25° 40′ when she was boarded or very nearly that, to the best of his knowledge and belief; and in long. 77° 12′ west when first fired at, and in 77° 14′ when she was boarded; she was off Abaco lighthouse; she was seized on the seventh of July, 1862, about nine o'clock in the morning when boarded.

20th interrogate. To the twentieth interrogatory deponent answers that he don't know what papers, letters, or writings were on board other than one package of mail matter from Liverpool and one bag from Bermuda for Nassau. He saw Mr. Benson, the first officer, throw overboard two letters on the morning of the capture, which were afterwards picked up by one of the men, and were, he believes, afterwards put in the fire by Mr. Benson.

21st interrogate. To the twenty-first interrogatory deponent answers that he had read in the papers before sailing from Liverpool that the United States naval forces were blockading the southern ports.

22d interrogate. To the twenty-second interrogatory deponent answers that the ports from which she has sailed were not under order of blockade, nor the port to which she was bound, by the government of the United States. No notice or warning of any blockade had been written on her papers to his knowledge. He knew that it was stated in the Liverpool papers before she sailed from that port that she was going to Nassau to run the blockade from that port. He has
52 no knowledge that she was to run any blockade, or to what port she was going after arriving at Nassau.

23d interrogate. To the twenty-third interrogatory deponent answers that her register had not been examined by any officer of the United States after he joined her before the capture.

24th interrogate. To the twenty-fourth interrogatory deponent answers that she has not attempted to enter or sail from any blockaded port previous to the capture.

25th interrogate. To the twenty-fifth interrogatory deponent answers that she has not been before seized or condemned as prize to his knowledge.

26th interrogate. To the twenty-sixth interrogatory deponent answers that he has not sustained any loss by the capture of the ship. He has not received any indemnity or satisfaction for the detention.

27th interrogate. To the twenty-seventh interrogatory deponent answers that he thinks that she is most probably insured in England, but he don't know at what rate.

28th interrogate. To the twenty-eighth interrogatory deponent answers that he cannot tell to whom the cargo would have belonged on being unladen.

29th interrogate. To the twenty-ninth interrogatory deponent answers that the merchandize on board the vessel he presumes was manufactured in England.

30th interrogate. To the thirtieth interrogatory deponent answers that the greater portion of the cargo was on board at Liverpool when he joined the vessel.

53 31st interrogate. To the thirty-first interrogatory deponent answers that he don't know of any papers relating to the vessel or cargo, other than those that might have been on board at the time of capture; she had no license to trade to any ports to his knowledge.

32d interrogate. To the thirty-second interrogatory deponent answers that Lieut. Breeze, of the Quaker City, took a box containing papers and one mail bag and one package of mail matter from the Adela on the day of capture. He don't know in whose custody they are now.

33d interrogate. To the thirty-third interrogatory deponent answers that some cases of merchandize were landed at Bermuda by order of Capt. Walker. He don't know for what reason.

34th interrogate. To the thirty-fourth interrogatory deponent answers that there were no passengers on board at the time of capture; no one secreted on board; no citizen of the United States on board; all the officers and crew are residents of the United Kingdom.

35th interrogate. To the thirty-fifth interrogatory deponent answers that he has no personal knowledge of the papers which were on board the vessel. No one had any passport, license, or letters of safe-conduct, to his knowledge. He has no knowledge of any such papers anywhere, other than those which might have been on board. He signed the articles of the ship and also an agreement with Captain Walker for the trips of the ship. He don't know where the
54 same is now; it was left in the hands of Captain Walker.

36th interrogate. To the thirty-sixth interrogatory deponent answers that he first saw the Quaker City and Huntsville about seven o'clock 50 minutes on the morning of the capture. The Adela was then steering south; she had been about one hour on that course; she

was in lat. 26° about N., and about long. 77° 7′ W. at the time; she changed her course after rounding the lighthouse to south three quarters west; she kept nearly that course till she was captured; the wind was southerly; her course was the most direct from Bermuda for Nassau; she was not sailing beyond or wide of the port of Nassau; she was about forty-five miles therefrom; she had not been headed for any other port after leaving Bermuda; she had been steaming on a southerly and westerly course for twenty-four hours previous to the capture. The log-book was kept on board by Mr. Benson, chief officer; he believes that it was written up on the afternoon previous to the capture. He had not seen any other United States vessels-of-war on the voyage.

37th interrogate. To the thirty-seventh interrogatory deponent answers that he knows nothing about any sales or transfers of the ship. If restored he cannot tell to whom she would belong.

38th interrogate. To the thirty-eighth interrogatory deponent answers that she had two very small signal guns mounted on board; she had some small arms usual for vessels to carry on board; she
55 had none of the other articles inquired about on board to his knowledge.

39th interrogate. To the thirty-ninth interrogatory deponent answers that he has no knowledge of the ownership of the vessel or cargo; she was going to Nassau.

40th interrogate. To the fortieth interrogatory deponent answers that she had no convoy. He had no instructions or directions of the kind.

41st interrogate. To the forty-first interrogatory deponent answers that she has not attempted to enter or sail from any port under blockade.

42d interrogate. To the forty-second interrogatory deponent answers that she had no such commission or letters.

43d interrogate. To the forty-third interrogatory deponent answers that she has not so acted.

(S'd) C. H. CARPENTER.

Sworn and subscribed before me this 22d day of July, 1862.

(S'd) GEORGE D. ALLEN,
Prize Commissioner.

Deposition of Patrick Brewster, before George D. Allen, prize commissioner, at Key West, July 23d, 1862.

1st interrogate. To the first interrogatory deponent answers that his name is Patrick Brewster; born in Renfrewshire, Scotland;
56 he has been about five years in Austria in the steam mail service of that country, and the last two years or thereabouts in English mail service between New York and Liverpool; he now lives near Liverpool, England; has never resided in the United States; neither himself nor his father have been naturalized. Is married; wife and family live at Bootle, near Liverpool, England.

2d interrogate. To the second interrogatory deponent answers that he was on board the Adela at the time of her capture.

3d interrogate. To the third interrogatory deponent answers that she was taken on Monday, 7th day of July instant; she was off a lighthouse said to be Abaco; she was about two miles off land as near as he can judge when boarded; she was taken to Key West. He is not aware that she had any commission or letters authorizing her to make prize. He never heard the officers of the Quaker City say what was the reason for the seizure.

4th interrogate. To the fourth interrogatory deponent answers that she sailed under the English colors; he never knew of any other colors to be on board.

5th interrogate. To the fifth interrogatory deponent answers that there was no forcible resistance was made to the capture; six guns were fired by the capturing vessel. The vessel which made the capture he was told was the Quaker City; a screw steamer and one sailing vessel were in sight at the time. The Adela is a merchant vessel. The Quaker City is an armed vessel, carrying, he believes, nine guns, sailing under the American flag since the capture.

57 6th interrogate. To the sixth interrogatory deponent answers that the Adela would have first entered the port of Nassau had she not been seized. He cannot tell to what ports she would have gone after going to Nassau.

7th interrogate. To the seventh interrogatory deponent answers that her name is the Adela; Capt. Walker was master. He does not know where he took command of her, nor who appointed him to the command. He has known the said vessel about two months and a half; has known Capt. Walker about a year by sight; he believes him to be a British subject and that his family live in England; further he saith not.

8th interrogate. To the eighth interrogatory deponent answers that she is about one hundred and seventy-five tons burthen as he has heard; thirty-one or thirty-two persons all told belonged to her at the time of capture; all on board; all British subjects; all but two or three joined her at Liverpool in May; he was hired by the captain; himself engaged those in the engineer department; two or three men joined her at Queenstown; they were hired by the captain; they were all shipped on articles to go to Nassau, West India islands, or any other lawful voyage not to exceed twelve months, as near as he can recollect; those in the engineer department were to receive pay according to the articles. He was not promised to be paid any other compensation than that mentioned in the said shipping articles; the shipping articles were true and absolute for the voyage, except that two

58 men, firemen, were to receive ten shillings a month extra for over-work in the engine room.

9th interrogate. To the ninth interrogatory deponent answers that he belonged to the Adela at the time of her capture; was chief engineer; he did not own any part, share, or interest in the vessel or merchandize on board; no one of the company on board the vessel owned any part of the vessel or merchandize on board to his knowledge.

10th interrogate. To the tenth interrogatory deponent answers that he had known the vessel about two months and a half; first saw her at Liverpool about the first of May; she had two small signal guns on board; she had thirty-one or thirty-two men and boys on board of her on the morning of the capture; she was built in Scotland; her name is the Adela; he never has known her to be called by any other name.

11th interrogate. To the eleventh interrogatory deponent answers that she draws about eight feet as he supposes, when fully loaded; he don't know what she drew when she was taken; she was deeply laden with coal when she left Liverpool.

12th interrogate. To the twelfth interrogatory deponent answers that he never examined her papers; she sailed from Liverpool to Queenstown, port of Cork; thence to Fayal, thence to St. Michael's, thence to Bermuda, thence for Nassau, and was captured on the voyage. The voyage began at Liverpool and would have ended on her return to Great Britain; she carried coal for her own consumption, and
59 a few cases, the contents of which are unknown to him, which are now under seal in the forehold, when she left Liverpool; she sailed from Liverpool about the 22d or 23d of May, and Bermuda the 3d of July.

13th interrogate. To the thirteenth interrogatory deponent answers that she carried coal for her own consumption when she left Liverpool, and had coal and wood for fuel on board when she was taken.

14th interrogate. To the fourteenth interrogatory deponent answers that he don't know who the owners of the vessel are, nor how long they have been in possession, nor of whom they purchased.

15th interrogate. To the fifteenth interrogatory deponent answers that he don't know of any bill of sale or agreement being made to the owners of the vessel.

16th interrogate. To the sixteenth interrogatory deponent answers that he don't know of any merchandize being, at any time on the voyage, on board.

17th interrogate. To the seventeenth interrogatory deponent answers that he don't know of any bill of lading for any article on board.

18th interrogate. To the eighteenth interrogatory deponent answers that he had no papers of any kind showing the interest of any one in the vessel or articles on board; he don't know of any papers showing the interest of any parties in the vessel or articles on board, or being on board at the time of capture.

19th interrogate. To the nineteenth interrogatory deponent
60 answers that he cannot tell the lat. or long. of the vessel when taken; she was taken on the 7th of July, 1862, about eight o'clock in the morning, near Abaco lighthouse; there was no charter party or agreement for the voyage that he was aware of.

20th interrogate. To the twentieth interrogatory deponent answers that he has the papers relating to the engine-room stores; he don't know what other papers, letters, or writings were on board; he don'

know of any being burnt, torn, or destroyed, thrown overboard or concealed.

21st interrogate. To the twenty-first interrogatory deponent answers that he knew that the United States naval forces were blockading the southern ports of America; he saw the statements in the English papers concerning the blockade.

22d interrogate. To the twenty-second interrogatory deponent answers that neither the ports from which she has sailed nor the port to which she was bound were under an order of the blockade by the government of the United States, at the time she sailed on the voyage; no notice had been written on the vessel's papers of any blockade to his knowledge; he did not hear any such persons saying that the Adela was going to run or violate any blockade at any time.

23d interrogate. To the twenty-third interrogatory deponent answers that he don't know of any officer of the United States having examined the vessel's register before she was captured.

24th interrogate. To the twenty-fourth interrogatory deponent answers that she has not attempted to enter or sail from any blockaded port.

61

25th interrogate. To the twenty-fifth interrogatory deponent answers that she has not been seized before as a prize, to his knowledge.

26th interrogate. To the twenty-sixth interrogatory deponent answers that he would only lose his situation on board; no indemnity or satisfaction or promise of satisfaction has been received for any loss he might sustain.

27th interrogate. To the twenty-seventh interrogatory deponent answers that there is no insurance on the vessel or goods on board, that he is aware of.

28th interrogate. To the twenty-eighth interrogatory deponent answers that he knows nothing concerning its lading.

29th interrogate. To the twenty-ninth interrogatory deponent answers that he knows nothing about the lading on board.

30th interrogate. To the thirtieth interrogatory deponent answers that he don't know how the cases of goods came on board.

31st interrogate. To the thirty-first interrogatory deponent answers that he has no knowledge of any papers or letters relating to the Adela or the goods on board, other than those which might have been on board at the time of capture. He is not aware that she had any license to trade to any particular port.

32d interrogate. To the thirty-second interrogatory deponent answers that a box containing papers, a package and a bag of mail-matter were taken on board the Quaker City by an officer from that ship on the morning of the capture; he don't know in whose possession they are now.

62

33d interrogate. To the thirty-third interrrogatory deponent answers that there was no merchandize landed or discharged from the vessel to his knowledge.

34th interrogate. To the thirty-fourth interogatory deponent answers that there were no passengers on board at the time of capture, no one secreted on board; he believes all of the persons on board resided in Great Britain or Ireland before sailing on the voyage.

35th interrogate. To the thirty-fifth interrogatory deponent answers that he knows nothing in regard of any of the invoices or papers relating to the vessel or goods on board; no one on board had any passport or license of safe conduct; he has no knowledge of any papers of the kind in any place or country; he has only signed the necessary papers relating to the engine department of the vessel.

36th interrogate. To the thirty-sixth interrogatory deponent answers that the Quaker City was seen about half-past six to seven o'clock on the morning of the capture, as near as he can recollect, but cannot tell positively; the Adela was steering direct for the lighthouse at the time; he don't know how long she had been on the same course; he don't know the lat. or long. at the time; the course was not changed till the Adela passed the lighthouse; he don't
63 know whether it was changed afterwards or not; there was very little wind at the time.

He believes that she kept her most direct course from Bermuda for Nassau. She was, he supposes, within a few hours' sail of Nassau; she had not gone wide or beyond Nassau; she had not been headed to any other port. He kept the engine log. He don't know who kept the sailing log or anything about it. He had not seen any United States vessel-of-war before the Quaker City, and the other steamer which he was told was the Huntsville, on the voyage.

37th interrogate. To the thirty-seventh interrogatory deponent answers that he don't know of any sales or transfers of the Adela. If restored he cannot tell to whom she would belong.

38th interrogate. To the thirty-eighth interrogatory deponent answers that she had two very small signal guns mounted on board; he don't know of any arms or ammunition belonging to her. He had a fowling piece and a rifle. The captain had a rifle and pistols. He had some powder for his own use. He don't know of any other articles of the kinds inquired about on board, or even having been on board or concealed in any way.

39th interrogate. To the thirty-ninth interrogatory deponent answers that he don't know who owns the vessel or goods on board; she was going to Nassau.

40th interrogate. To the fortieth interrogatory deponent answers that she had no convoy. He had no instructions or directions
64 about avoiding or escaping capture, or for destroying any papers.

41st interrogate. To the forty-first interrogatory deponent answers that she has not attempted to enter or sail from any blockaded port.

42d interrogate. To the forty-second interrogatory deponent answers that she has not had any such commission or letter of marque to his knowledge.

43d interrogate. To the forty-third interrogatory deponent answers that she has not acted in company with any such vessel to his knowledge.

(S'd) P. BREWSTER.

Sworn and subscribed before me this 23d day of July, 1862.

(S'd) GEORGE D. ALLEN,
Prize Commissioner.

Deposition of Robert Montieth before George D. Allen, prize commissioner, at Key West, July 26th, 1862.

1st interrogate. To the first interrogatory deponent answers that his name is Robert Montieth; born in Belfast, Ireland. He has sailed out of the port of St. John's, New Brunswick, the last five years previous to 1860. He is a British subject, and owes allegiance to the Queen of Great Britain and Ireland; is not married; his parents live at Belfast, Ireland. He has never been naturalized. His father has been in the United States naval service; he don't know whether
65 he has been naturalized as a citizen of the United States or not.

2d interrogate. To the second interrogatory deponent answers that he was on board the Adela at the time of her capture.

3d interrogate. To the third interrogatory deponent answers that she was taken on Monday morning two weeks ago; when the Quaker City fired the first shot he was on deck; he judged the Adela to be from two miles to two miles and a half from land. The Adela was taken to Key West; further he saith not.

4th interrogate. To the fourth interrogatory deponent answers that she sailed under the English colors; he never saw any other flags, but her signals.

5th interrogate. To the fifth interrogatory deponent answers that there was no resistance made to the seizure, only to increase the speed till the shell struck her. The Quaker City fired six guns. The Quaker City made the capture ; a screw steamer was in sight and one schooner at the time. The Adela is a merchant vessel. The Quaker City is a United States gunboat; carries seven or nine guns.

6th interrogate. To the sixth interrogatory deponent answers that the Adela would have gone to Nassau first had she not been taken. He don't know where next.

7th interrogate. To the seventh interrogatory deponent answers that her name is the Adela; Capt. James Walker was master. He don't know who appointed him to the command. He took command of her at Liverpool. He don't know who delivered her to
66 him. He has known the vessel about two years and a half, and Captain Walker since May last; he thinks Capt. Walker lives at Liverpool, and that he is Scotch, and has a wife at Liverpool.

8th interrogate. To the eighth interrogatory deponent answers that he don't know the tonnage, but thinks she is about one hundred and seventy tons; thirty-one all told belonged to the company of the vessel. They are Scotch and Irish; all joined her in Liverpool, except three; two besides himself joined her at Queenstown, the 25th of May, and were shipped by order of Captain Walker. They were shipped to go to Nassau, ports in the West Indies, Gulf of Mexico, and the Atlantic Ocean, not to exceed twelve months. He was to receive three pounds five shillings a month. He was not to receive any other compensation in any event, nor any one of the ship's company that he knew of; no other wages or conditions were known to him.

9th interrogate. To the ninth interrogatory deponent answers that

he belonged to the company of the vessel; was an able seaman. He did not own any part of the Adela or any goods on board of her; he did not know of any of the officers or company of the vessel who did own any share or interest in the vessel or goods on board.

10th interrogate. To the tenth interrogatory deponent answers that he first saw the Adela at Belfast about two years and a half ago. She had two little brass signal guns on board. She was built in Scotland. Her name is the Adela; she never had any other name; she had thirty-one men and boys on board of her.

67 11th interrogate. To the eleventh interrogatory deponent answers that the Adela draws about eight or nine feet when fully loaded; she drew about seven and a half feet when she was taken; she left Queenstown fully loaded with coal for the voyage.

12th interrogate. To the twelfth interrogatory deponent answers that he never saw any of her papers; she came from Liverpool; thence she went to Fayal; thence to St. Michael's; thence to St. George's, Bermuda; thence she sailed for Nassau, and was taken on the passage. The voyage began at Liverpool, and would have ended on her return to Liverpool. She sailed from Liverpool in May, and from Bermuda four days before the capture; she carried coal for her own use on the voyage.

13th interrogate. To the thirteenth interrogatory deponent answers that she carried coal, and he believes some boxes of merchandize, when she left Liverpool, and had some coal, wood, and some boxes of merchandize on board when she was taken. He did not know when the boxes of merchandize were put on board.

14th interrogate. To the fourteenth interrogatory deponent answers that he don't know who owns the Adela. He believes she was owned by a Belfast company; further he saith not.

15th interrogate. To the fifteenth interrogatory deponent answers that he don't know of any bill of sale or agreement being made for the transfer of the vessel.

16th interrogate. To the sixteenth interrogatory deponent
68 answers that the boxes of merchandize were put on board before he joined her; he don't know when or where nor who shipped them, nor who owns them. He believes they were to be delivered at Nassau; he don't know on whose account, risk, or benefit.

17th interrogate. To the seventeenth interrogatory deponent answers that he don't know how many bills of lading were signed, nor anything about them or the rate of freight.

18th interrogate. To the eighteenth interrogatory deponent answers that he had no letters or papers of any kind that related to the Adela or her cargo, or any merchandize on board. He don't know what papers were on board of her at the time of capture.

19th interrogate. To the nineteenth interrogatory deponent answers that she was taken about nine o'clock in the morning on Monday. He don't know the lat. or long.; she was near the Hole in the Wall; further he saith not.

20th interrogate. To the twentieth interrogatory deponent an-

swers that he has no knowledge of any papers or letters or writings of any kind being on board, except one bag and a package of mails; no one but himself burnt or destroyed any letters or papers to his knowledge. He tore up seven letters himself which he had received from his mother, and threw the pieces overboard on the day of capture; no letters or papers were concealed on board to his knowledge.

21st interrogate. To the twenty-first interrogatory deponent answers that he knew that the United States naval forces were
69 blockading the southern ports. He read in papers at Belfast concerning the blockade.

22d interrogate. To the twenty-second interrogatory deponent answers that there was no order of blockade by the government of the United States of any of the ports from which she has sailed, nor the port to which she was bound, to his knowledge. He has not heard anything about her running the blockade at all.

23d interrogate. To the twenty-third interrogatory deponent answeres that he did not know that any officer of the United States had examined her register.

24th interrogate. To the twenty-fourth interrogatory deponent answers that he don't know as she has ever attempted to enter or sail from any blackaded port.

25th interrogate. To the twenty-fifth interrogatory deponent answers that she has never been seized as a prize before, to his knowledge.

26th interrogate. To the twenty-sixth interrogatory deponent answers that he does not think he will lose anything by the seizure and detention.

27th interrogate. To the twenty-seventh interrogatory deponent answers that he don't know of any insurance on the vessel or cargo.

28th interrogate. To the twenty-eighth interrogatory deponent answers that he cannot say who the merchandize would belong to on its being unladen.

29th interrogate. To the twenty-ninth interrogatory deponent answers that he don't know where the goods on board were made.

70 30th interrogate. To the thirtieth interrogatory deponent answers that he don't know where the goods were taken on board.

31st interrogate To the thirty-first interrogatory deponent answers that he has no knowledge of any papers relating to the Adela, or the merchandize on board.

32d interrogate. To the thirty-second interrogatory deponent answers that there was a box, a bag, and a package, and the log-book of the vessel taken on board the Quaker City on the day of the capture. He don't know where they are now.

33d interrogate. To the thirty-third interrogatory deponent answers that there was no merchandize landed that he knew of on the voyage.

34th interrogate. To the thirty-fourth interrogatory deponent answers that there were no passengers on board; no citizen of the United States on board; he believes all the officers and crew of the Adela belong to Great Britain or Ireland.

35th interrogate. To the thirty-fifth interrogatory deponent answers that he don't know anything about the papers or writings which were on board. He has no knowledge of any papers, letters, or documents, relating to the Adela or the goods on board. He has only signed the shipping articles.

36th interrogate. To the thirty-sixth interrogatory deponent answers that the Quaker City was first seen soon after seven o'clock on the morning of the capture. The Adela was steering southwest by west. He don't know the lat. or long. at the time; she kept
71 very near the course, southwest by west, till eight o'clock, when he left the wheel. He cannot tell the course afterwards. There was no wind at the time. He believes that she kept her most direct course from Bermuda for Nassau. He heard on board that she was thirty to forty miles from Nassau, when she was taken. He believes Mr. Benson, the first officer, kept the log-book part of the voyage. He had not seen any United States vessel-of-war before the Huntsville and Quaker City on the voyage.

37th interrogate. To the thirty seventh interrogatory deponent answers that he knows nothing about any sales or transfers of the vessel. If restored he cannot tell to whom she would belong.

38th interrogate. To the thirty-eighth interrogatory deponent answers that the Adela had two little brass signal guns mounted on board. The chief engineer had a fowling-piece. He did not know of any of the other articles of the kinds inquired about on board at any time on the voyage.

39th interrogate. To the thirty-ninth interrogatory deponent answers that he has no knowledge of the ownership of the vessel or goods on board. She was going to Nassau.

40th interrogate. To the fortieth interrogatory deponent answers that she had no convoy. He had no instructions or directions of the kind.

41st interrogate. To the forty-first interrogatory deponent
72 answers that she has not attempted to enter or sail from any blockaded port.

42d interrogate. To the forty-second interrogatory deponent answers that she had no such commission or letters that he knew of.

43d interrogate. To the forty-third interrogatory deponent answers that she has not so acted to his knowledge.

(S'd) ROBERT MONTIETH.

Sworn and subscribed before me this 26th day of July, 1862.

(S'd) GEORGE D. ALLEN,
Prize Commissioner.

Deposition of Edward Studdart, before George D. Allen, Prize Commissioner, at Key West, July 26th, 1862.

1st interrogate. To the first interrogatory deponent answers that his name is Edward Studdart; born in Liverpool; has always, when at home, lived there. He is a subject of and owes allegiance to the Queen of Great Britain and Ireland. He has never lived in America; is married; wife lives at Liverpool.

2d interrogate. To the second interrogatory deponent answers that he was on board the Adela at the time of her capture.

3d interrogate. To the third interrogatory deponent answers that she was taken on Monday morning, three weeks come Monday
73 next; she was taken to Key West; she had no commission or letters authorizing her to make prizes, that he knew of. He don't know why she was seized; she was taken by the Hole in the Wall; she was two miles to two miles and a half off the land when she was first fired at.

4th interrogate. To the fourth interrogatory deponent answers that she sailed under the English colors; she had no others on board that he ever saw.

5th interrogate. To the fifth interrogatory deponent answers that she made no resistance to the capture. The Quaker City fired six guns. She was taken by the Quaker City. The Huntsville was in sight at the time, and one sailing vessel. The Adela is a merchant vessel. The Quaker City is a United States sloop-of-war.

6th interrogate. To the sixth interrogatory deponent answers that she would have first gone to Nassau had she not been captured. He cannot tell the port she would have gone to after going to Nassau.

7th interrogate. To the seventh interrogatory deponent answers that her name is the Adela; Captain James Walker was master; he believes that he took command of her in Liverpool. He never knew the vessel or Capt. Walker till he joined the vessel in May last. He believes Capt. Walker is Scotch; and further he saith not.

8th interrogate. To the eighth interrogatory deponent answers that the Adela is about one hundred and seventy-five tons burthen. Thirty-one all told belonged to her, all on board when she was
74 taken; some are Scotch and some are Irish; all but three came on board at Liverpool; in May were shipped in the Sailors' Home; three shipped in Queenstown by a shipping master there. He signed articles to go to Nassau, and any port in the West Indies, and back to a final port of discharge, for three pounds five shillings a month. He was not to receive any more pay under any circumstances.

9th interrogate. To the ninth interrogatory deponent answers that he belonged to the Adela; was an able seaman. He owned no share in the vessel, or any goods on board of her. He did not know of any one on board who did own anything in the vessel or goods on board of her.

10th interrogate. To the tenth interrogatory deponent answers that he has known the vessel since May; he first saw her at Liverpool; she had two little brass guns; she had thirty-one men and boys, all

told, on board of her; she was built in Scotland; her name is the Adela; he has never heard any other name for her.

11th interrogate. To the eleventh interrogatory deponent answers that she draws about ten feet, when she is full of coals. He don't know what she drew when she was taken. She was full of coal when she left Liverpool.

12th interrogate. To the twelfth interrogatory deponent answers that he never saw her papers. She sailed from Liverpool to Cork;
thence to Fayal; thence to St. Michael's; thence to Bermuda;
75 thence for Nassau, and was taken on the voyage. The voyage began at Liverpool, and was to end on her return to some port in the United Kingdom. He never saw any cargo but coal and wood for fuel on board of her. She left Liverpool the 23d day of May, and Bermuda the Thursday before she was taken.

13th interrogate. To the thirteenth interrogatory deponent answers that she carried no merchandize on the voyage that he was aware of.

14th interrogate. To the fourteenth interrogatory deponent answers that he thinks that Messrs. Leech, Harrison & Forwood own the Adela. Their names were on the advance notes to the men; further he saith not.

15th interrogate. To the fifteenth interrogatory deponent answers that he don't know.

16th interrogate. To the sixteenth interrogatory deponent answers that he don't know of any merchandize being on board.

17th interrogate. To the seventeenth interrogatory deponent answers that he don't know.

18th interrogate. To the eighteenth interrogatory deponent answers that he had no papers or writings relating to the vessel or cargo; he did not know what papers or letters were on board that related to the vessel or goods on board.

19th interrogate. To the nineteenth interrogatory deponent answers that he don't know the lat. or long. of the vessel at the time of capture; she was taken on Monday morning about three weeks
ago; she was near the Hole in the Wall. Further he saith
76 not.

20th interrogate. To the twentieth interrogatory deponent answers that she had a bag on board, of mail matter; he did not know what other papers or letters were on board; no papers were burnt, torn, thrown overboard, or concealed, to his knowledge.

21st interrogate. To the twenty-first interrogatory deponent answers that he had seen in the papers that the United States naval forces were blockading Mobile and Charleston.

22d interrogate. To the twenty-second interrogatory deponent answers that he did not know of any order of blockade of any of the ports she had sailed from, or any port to which she was bound, by the government of the United States; he had not heard any one say anything about her running or violating any blockade. Further he saith not.

23d interrogate. To the twenty-third interrogatory deponent an-

swers that he don't know whether the register of the Adela had been examined or not, before the capture, by a United States officer.

24th interrogate. To the twenty-fourth interrogatory deponent answers that he don't know as she has ever attempted to enter or sail from any blockaded port.

25th interrogate. To the twenty-fifth interrogatory deponent answers that he don't know as she has ever been seized as a prize before.

26th interrogate. To the twenty-sixth interrogatory deponent answers that he don't know as he will lose anything by the seizure and detention; he has not received any indemnity or satisfaction or promise of satisfaction for any loss he might sustain.

77

27th interrogate. To the twenty-seventh interrogatory deponent answers that he don't know.

28th interrogate. To the twenty-eighth interrogatory deponent answers that he don't know.

29th interrogate. To the twenty-ninth interrogatory deponent answers that he don't know of any cargo on board.

30th interrogate. To the thirtieth interrogatory deponent answers that he did not see any goods taken on board, except a few onions at Bermuda.

31st interrogatory. To the thirty-first interrogatory deponent answers that he never knew of any papers anywhere relating to the vessel or goods on board.

32d interrogatory. To the thirty-second interrogatory deponent answers that the officers of the Quaker City took a box, which he thought had the vessel's papers; afterwards they took the mail bag and packages; they were all taken on board the Quaker City. He don't know what has become of them.

33d interrogate. To the thirty third interrogatory deponent answers that no merchandize was taken out of the vessel on the voyage that he knew of.

34th interrogate. To the thirty-fourth interrogatory deponent answers that there were no passengers on board of her at the time of capture; no one secreted on board; no American on board that he knew of; all the persons on board live in Great Britain or Ireland, as he believes.

78

35th interrogate. To the thirty-fifth interrogatory deponent answers that he don't know anything about the papers of the vessel, or what papers were on board; he don't know of any papers, letters, or writings that relate to the vessel or goods on board; he has only signed the articles.

36th interrogate. To the thirty-sixth interrogatory deponent answers that he first saw the Quaker City about eight o'clock on the morning of the capture; he did not know the course of the Adela, nor the lat. or long.; there was very little if any wind; he did not know whether the course of the Adela was altered or not, after seeing the Quaker City; she had gone, so far as he knew, her straight course from Bermuda for Nassau. He don't know how far she was

from Nassau when she was taken; Mr. Benson and the captain kept the log, as he believes; he had not seen any United States vessel-of-war before the Huntsville and Quaker City, on the voyage.

37th interrogate. To the thirty-seventh interrogatory deponent answers that he don't know of any sales or transfers of the vessel; if restored, he believes she would belong to Messrs. Leech, Harrison & Forwood.

38th interrogate. To the thirty-eighth interrogatory deponent answers that she had two little signal guns on board; the chief engineer had a double-barrel gun, and the capt. he thinks had a rifle; he did not know of any other arms on board; she had none of the other articles inquired about at any time on board that he knows of.

79 39th interrogate. To the thirty-ninth interrogatory deponent answers that Messrs. Leech, Harrison & Forwood, to the best of his knowledge and belief, own the vessel; they are merchants at Liverpool; she was going to Nassau.

40th interrogate. To the fortieth interrogatory deponent answers she had no convoy; he had no instructions or directions.

41st interrogate. To the forty-first interrogatory deponent answers that she has not attempted to enter or sail from any blockaded port.

42d interrogate. To the forty-second interrogatory deponent answers that she had no commission or letters that he knew of to make prizes.

43d interrogate. To the forty-third interrogatory deponent answers that she has not acted in company with any other vessel in making prizes that he knew of.

(S'd) EDWARD STUDDART.

Sworn and subscribed before me this 26th day of July, 1862.

(S'd) GEORGE D. ALLEN,
Prize Commissioner.

Deposition of Henry Wagstaff, before George D. Allen, prize commissioner, at Key West, July 28th, 1862.

1st interrogate. To the first interrogatory deponent answers that his name is Henry Wagstaff; born in Derby, England; he now

80 lives in Liverpool; has lived there about eight years; he is a British subject, and owes allegiance to the Queen of Great Britain and Ireland; he has never resided in the United States; neither himself nor his father have been naturalized as a citizen of the United States; he is married; wife and family live in Liverpool.

2d interrogate. To the second interrogatory deponent answers that he was on board of the Adela at the time of her capture.

3d interrogate. To the third interrogatory deponent answers that she was taken on Monday, the 7th day of July instant, off the place called the Hole in the Wall; she was taken into Key West; he is not aware that she had any commission or letter authorizing her to make prizes; he understood that she was seized because the captors thought she was coming out to run the blockade.

4th interrogate. To the fourth interrogatory deponent answers

that she sailed under the English flag; he is not aware that she had any other colors on board.

5th interrogate. To the fifth interrogatory deponent answers that no resistance was made to the capture; the Quaker City fired six or seven guns; she was taken by the Quaker City; one screw steamer, an American ship-of-war, was in sight at the time: the Adela is a merchant vessel; the Quaker City is an American ship-of-war; he don't know of what force.

6th interrogate. To the sixth interrogatory deponent an-
81 swers that the Adela would have entered the port of Nassau first had she not been captured; she would have gone to some port in the West Indies next; he don't know what; he don't know the third port she would have entered.

7th interrogate. To the seventh interrogatory deponent answers that her name is the Adela. Capt. Walker was master; he don't know who appointed him to the command, nor where; he has known the vessel about three months, and Capt. Walker about three years; he don't know who delivered the vessel to him, nor where he took possession of her. Capt. Walker lives at Liverpool, and his family, he believes; he thinks Capt. Walker is a British subject; and further he saith not.

8th interrogate. To the eighth interrogatory deponent answers that she is about one hundred and eighty tons burthen, as near as he can judge; thirty-one persons all told belonged to the company of the vessel at the time of capture; all on board; all British subjects; all but three joined her in Liverpool in May, and were engaged by the chief engineer and Capt. Walker, and shipped before a shipping master at Liverpool; three were shipped by the captain's orders at Queenstown, also in May. The shipping articles were for a voyage at Nassau, West Indies, ports in the Gulf of Mexico and Atlantic Ocean, not to exceed twelve months. His pay was twelve pounds sterling a month; they were all to receive their pay according
82 to the rate set forth in the shipping agreement. He was not to receive any other compensation in any event than that mentioned in the said shipping articles. The shipping agreement was absolute.

9th interrogate. To the ninth interrogatory deponent answers that he belonged to the company of the vessel; was third engineer at the time of her capture. He did not own any part, share, or interest in the vessel or her cargo. He did not know of any one on board who owned any part or share in the vessel or goods on board.

10th interrogate. To the tenth interrogatory deponent answers that he has known the Adela about three months; first saw her at Liverpool, the latter part of April or the beginning of May; she had two small brass signal guns on board of her; thirty-one persons in all, men and boys, were on board of her the morning of the capture. She was built in Scotland; her name is the Adela; she has never been called by any other name that he has heard.

11th interrogate. To the eleventh interrogatory deponent answers that the Adela draws he thinks between nine and ten feet fully laden;

she drew seven feet or a little more when she was taken; she was deeply laden when she left Liverpool; filled up with coal for her own use.

12th interrogate. To the twelfth interrogatory deponent answers that the Adela he thinks had a British register, but he never saw it. The voyage began at Liverpool, and was to have ended at some
83 port in the United Kingdom. She sailed from Liverpool to Queenstown, thence to Fayal, thence to St. Michael's, thence to Bermuda, thence for Nassau, and was taken on the passage. The coals for the voyage which she took at several ports. No merchandize was landed at any place that he is aware of. She sailed from Liverpool about the 22d of May, and Bermuda about the third of July.

13th interrogate. To the thirteenth interrogatory deponent answers that she carried coal for her own use when she left Liverpool, and had some coal and wood for fuel on board when she was taken. She had no merchandize on board that he is aware of.

14th interrogate. To the fourteenth interrogatory deponent answers that he don't know who were the owners of the vessel, nor how long they have been in possession, nor of whom they purchased.

15th interrogate. To the fifteenth interrogatory deponent answers that he don't know of any bill of sale or agreement being made to the owners of the vessel.

16th interrogate. To the sixteenth interrogatory deponent answers that he don't think she had any merchandize on board. He did not see any at any time on board since he joined her.

17th interrogate. To the seventeenth interrogatory deponent answers that he knows nothing about any bills of lading, or rate of freight.

18th interrogate. To the eighteenth interrogatory deponent
84 answers that he has not had at any time any bills of lading, invoices, or other writings, showing the interest of any persons in the vessel or goods on board. He don't know of any such papers being on board at the time of capture.

19th interrogate. To the nineteenth interrogatory deponent answers that he don't know the lat. or long. of the vessel at the time of capture. She was taken on the morning of Monday, the 7th of July, 1862, a little after eight o'clock in the morning. She was near the place called the Hole in the Wall, about two miles or a little more from the lighthouse when she was boarded. There was no charter party that he is aware of or agreement for the use of the vessel.

20th interrogate. To the twentieth interrogatory deponent answers that he did not know what papers, letters, or writings were on board when she left Bermuda. None were burnt, torn, or destroyed, concealed in any manner on board to his knowledge, or thrown overboard.

21st interrogate. To the twenty-first interrogatory deponent answers that he knew that the United States naval forces were blockading the ports of New Orleans and Charleston when they left Liverpool. He saw the statements about these ports being blockaded in the English papers before sailing on the voyage.

22d interrogate. To the twenty-second interrogatory deponent answers that neither of the ports from which he sailed, nor the
85 port to which she was bound, were under an order of blockade by the government of the United States. No notice of any blockade had been written on the vessel's papers before the capture to his knowledge. He did not hear any one connected with the vessel or the business of the vessel say anything about her running or breaking any blockade in any manner or at any time.

23d interrogate. To the twenty-third interrogatory deponent answers that the register was not examined by any officer of the United States that he is aware of before the capture.

24th interrogate. To the twenty-fourth interrogatory deponent answers that she has not attempted to enter or sail from any of the blockaded ports.

25th interrogate. To the twenty-fifth interrogatory deponent answers that she has not been seized as a prize before.

26th interrogate. To the twenty-sixth interrogatory deponent answers that he does not sustain any loss by the capture.

27th interrogate. To the twenty-seventh interrogatory deponent answers that he don't know whether the vessel or any of the goods on board are insured or not.

28th interrogate. To the twenty-eighth interrogatory deponent answers that he don't know to whom the goods, if any on board, would have belonged on their being unladen.

29th interrogate. To the twenty-ninth interrogatory deponent answers that he don't know as she has any merchandize on board.
86 30th interrogate. To the thirtieth interrogatory deponent answers that he did not know of any cargo being taken on board at any time.

31st interrogate. To the thirty-first interrogatory deponent answers that he has no knowledge of any papers relating to the vessel or cargo. She had no license to trade at any ports to his knowledge.

32d interrogate. To the thirty-second interrogatory deponent answers that there were some papers taken on board the Quaker City by her officers, and some mail matter. He don't know in whose custody or power they are now.

33d interrogate. To the thirty-third interrogatory deponent answers that there was no merchandize or lading taken from the vessel anywhere on the voyage that he was aware of.

34th interrogate. To the thirty-fourth interrogatory deponent answers that there were no passengers on board. No one secreted on board. No citizen of the United States on board. All of the officers and crew of the Adela live in the United Kingdom.

35th interrogate. To the thirty-fifth interrogatory deponent answers that he don't know anything about the papers which were found on board of the vessel. He was not present when any of the papers were made out, except the shipping article. No one on board had any passport or license or letter of safe-conduct, to his knowledge. He knows of no papers, letters, invoices or writings of any kind
87 that relate to the vessel, or any goods that may be on board of her.

36th interrogate. To the thirty-sixth interrogatory deponent answers that the Quaker City was first seen by himself about seven o'clock on the morning of the capture; he don't know the course of the Adela at the time, nor her lat. or long.; the Adela did not change her course till after she was taken; there was very little, if any, wind at the time; he did not know the course of the vessel, but he believes she kept her most direct course from Bermuda for Nassau; he don't know how far she was from the latter port; she had not been headed for any other port than Nassau to his knowledge after leaving Bermuda; he never saw the sailing log-book of the vessel; he did not see any United States vessel-of-war on the voyage before the Quaker City and the Huntsville.

37th interrogate. To the thirty-seventh interrogatory deponent answers that he don't know of any sales or transfers of the vessel; if restored, he cannot tell to whom she would belong.

38th interrogate. To the thirty-eighth interrogatory deponent answers that she had two small brass signal guns mounted on board; he did not see any arms or ammunition on board, nor other articles of the kinds inquired about on board; nothing of the kind thrown overboard or concealed, to his knowledge.

39th interrogate. To the thirty-ninth interrogatory depo-
88 nent answers that he don't know who owns either the vessel or the goods on board; she was going to Nassau, then to some ports in the West Indies.

40th interrogate. To the fortieth interrogatory deponent answers that she had no convoy; he had no instructions in regard to avoiding or escaping from capture or resisting capture, or any in regard to papers, letters, or writings which were on board.

41st interrogate. To the forty-first interrogatory deponent answers that she has not sailed from or attempted to enter any port under blockade.

42d interrogate. To the forty-second interrogatory deponent answers that he did not know as she had any commission or letters of the kind.

43d interrogate. To the forty-third interrogatory deponent answers that she has not so acted to his knowledge.

(S'd) HENRY WAGSTAFF.

Sworn and subscribed before me this 25th day of July, 1862.

(S'd) GEO. D. ALLEN,
Prize Commissioner.

89 THE UNITED STATES
vs.
THE BRITISH STEAMER ADELA and CARGO, Walker, master and claimant. } Prize.

DEPOSITIONS AND PAPERS READ IN EVIDENCE UNDER ORDER GRANTING FURTHER PROOF IN THIS CAUSE.

Deposition of Arthur Bower Forwood before William G. Bateson, notary public, commissioner, at Liverpool, Nov'r 18th, 1862.

1st interrogate. What is your name, age, and business?

Answer. My name is Arthur Bower Forwood; my age is twenty-seven; my business is that of a merchant and ship owner.

2d interrogate. What was your connexion with the steamer Adela at the time of her last sailing from Liverpool?

Answer. I was part owner of the Adela at the time of her last sailing from Liverpool, and my firm of Leech, Harrison & Forwood were agents of the ship.

3d interrogate. What was your connexion with the charterers, freighters, or consignees of said steamer and her cargo?

Answer. There were no charterers of the Adela; my firm were the freighters, that is, they were the shippers of the cargo; the
90 vessel was consigned to Messrs. Saunders & Son, at Nassau, who were correspondents there of my firm.

4th interrogate. What were the purposes of the voyage of said steamer, as you may know, or have understood from her owners, charterers, or freighters?

Answer. Being one of the owners of the Adela, I know of my own knowledge that the Adela was purchased for the purpose of being sent out to Nassau, and either sold, freighted, or otherwise employed there or at some other port in the West Indies, as might appear most advantageous to the owners' agent at Nassau; the whole of the cargo with which she sailed from Liverpool was destined for Nassau, to be disposed of there by the owners' agent.

5th interrogate. Have you seen any correspondence between the owners or charterers of said steamer and the consignee of said vessel at Nassau, as to her future employment after reaching Nassau? Have you such correspondence in your possession or under your control? If yea, append copies thereof to your deposition in answer to these interrogatories.

Answer. The agent of the owners being in Liverpool at the time the Adela sailed, received his instructions from me verbally, and I and my co-owner gave him a power of attorney, of which I have retained no copy. A provisional letter of instructions was sent by me to the consignees at Nassau, to be used only our agent should not arrive there; I have no copy of that letter, nor do I know where the original now is.

6th interrogate. Was the Adela under charter party? If
91 yea, produce a copy of the same, if in your possession or under your control.

Answer. The Adela was not under charter party.

7th interrogate. Have you the possession or control of bills of lading, invoices, or correspondence having reference to the cargo of said vessel and the port at which it was to be delivered? If yea, produce the same or copies thereof, and append them to your depositions.

Answer. I produce copies of the bills of lading and invoices for the cargo, marked A and B respectively; there was no correspondence relating to the cargo or the port at which it was to be delivered; its destination was Nassau.

8th interrogate. On whose risk, account, and benefit was said cargo shipped, and where does such person or persons reside, and how long have they thus resided?

Answer. The cargo was shipped by my firm of Leech, Harrison & Forwood, of Liverpool; this firm now consists of Thomas Brittain Forwood, Arthur Bower Forwood, and William Bower Forwood; the firm has been established upwards of sixty-five years, and all the partners reside near Liverpool.

9th interrogate. At what port or place was the Adela to make final delivery of the cargo which was shipped at Liverpool on this voyage?

Answer. The port at which the Adela was to make final delivery of the cargo shipped at Liverpool was Nassau.

92 10th interrogate. Was the Adela insured for this voyage? If yea, append copy of the policy, if in your possession or under your control.

(S'd) W. C. MALONEY,
Proctor for Claimant.

Answer. The Adela was insured for a voyage to Nassau, and I produce copies of the policies, marked C and D respectively.

1st cross-interrogate. Have you any interest or property in the steamer Adela or the cargo which was on board of her at the time of capture, or in the adventure or voyage in which she was engaged at the time of capture? Had you any such interest or property at the time the vessel sailed from Liverpool or at the time of capture?

Answer. At the time when the Adela sailed from Liverpool and up to the time of her capture I was joint owner of her and part owner of the cargo she had on board.

2d cross-interrogate. From your knowledge of the adventure in which the Adela was engaged and her position when captured, what port do you believe the Adela would first have attempted to enter if she had not been arrested? State the names of the second and third ports that you believe she would have attempted to enter had she not been arrested.

Answer. If the Adela had not been arrested I have no doubt whatever she would have attempted to enter the port of Nassau, as that port was her port of destination; but I cannot say what her subsequent movements would have been.

93 3d cross-interrogate. Between what ports or to what ports was the Adela to trade during the remainder of the year 1862 had she not been arrested?

Answer. I cannot say to what port or ports the Adela would have traded during the remainder of the year eighteen hundred and sixty-two if she had not been arrested.

4th cross-interrogate. Was any agreement in relation to the voyage on which the Adela was engaged, except the usual shipping agreement commonly called the ship's articles, signed by any of the officers or crew of the Adela at any time? If yea, state the contents and provisions of said agreement. State fully.

Answer. An agreement was signed by some of the officers of the Adela that, in case their services should be terminated abroad by reason of the ship being sold or otherwise disposed of, they were to be allowed a sum equal to three months' pay in lieu of any claim against the ship; and, in order to induce the men to stay by the ship, that, if she should trade between any ports abroad, they were to receive a bonus for every voyage. Nothing was mentioned in this agreement or in any conversation with the officers and crew that they were to be employed in running blockade, or on any illegal voyage whatever. I have not a copy of any of the agreements referred to, all having been handed to our agents.

5th cross-interrogate. State the name or names of the owner or owners of the Adela and of her cargo. State what were your business relations or connexion with the owners of vessel and cargo, and each of them. State whether either of said owners is your
94 kinsman, and in what degree.

Answer. Mr. James Dorrington, of Manchester, and myself were the owners of the ship. My firm were owners of the cargo. I had a general business connexion with Mr. Dorrington. He is not my kinsman.

6th cross-interrogate. Have you ever heard any one connected with the vessel or cargo, either as owner or agent, say anything of the Adela's running any blockade at any time, or indicating an intention that she should violate any blockade? If so, the blockade of what ports?

Answer. The Adela was purchased as a speculation, the object being to send her out to Nassau, and her future employment was to be determined upon after the vessel reached that place. There were conversations between myself and my co-owner relating to the prospect of her being advantageously sold at Nassau, and also we spoke of her being a suitable vessel to run the blockade of some southern port, if employed for that purpose. No particular ports were spoken of that I remember. The entire arrangements as to the future employment of the ship were to be fixed upon at Nassau, which was the port of destination of the vessel's then voyage.

7th cross-interrogate. At what time was the Adela purchased by her present owners? For what purpose or trade was she intended by them?

Answer. The Adela was purchased in the month of May last; she was purchased to be sent as a speculation to Nassau, and to be
95 there either sold or employed as might appear most advan-

tageous to our agent there, who had absolute discretion with regard to her disposal on arrival.

8th cross-interrogate. Do you know whether any statements or publications were made in the Liverpool or other newspapers before or after the Adela sailed from Liverpool, with or without authority, concerning the objects or purposes of the owners or managers of the Adela, in sending her to America, or concerning the trade or business in which the Adela was to engage on arrival in America? If yea, state the substance of all such statements or publications that you have seen or have knowledge of. State also whether, aside from such publications, you have any knowledge or information as to the purposes of the owners or managers of the Adela in sending her to America, or as to what trade she was to engage in on her arrival in America. What were such purposes and trade?

Answer. I am entirely unaware of any publications of the nature referred to in this interrogatory. The owners did not send the Adela to America.

9th cross-interrogate. State the different kinds and sorts of merchandize, goods, or property which composed the cargo of the Adela when she sailed from Liverpool, and the quantity of each kind. Why was no manifest of cargo sent in the Adela on her voyage from Liverpool?

Answer. The cargo consisted principally of boots and shoes, and a few packages of arms, as per copy of invoice already produced, all of which were to be landed at Nassau, and were destined for
96 that port. No manifest of cargo was sent with the vessel, because the quantity of goods on board was very small, and they were represented by a copy of the bills of lading given to the captain.

10th cross-interrogate. By what conveyance or means were the bills of lading, manifest of cargo, invoices, and other business papers or documents relating to cargo or voyage of the Adela, sent from England to consignees or agents in America? Was the plan adopted for sending correspondence, invoices, and business papers in this case the usual mode of transmitting such correspondence or papers in voyages between Europe and America?

Answer. No bills of lading, manifest of cargo, invoices, or other business papers or documents relating to the cargo or voyage of the Adela were sent by any conveyance from England to any agents in America. Duplicates of the bills of lading and invoices were sent from England to Nassau by mail in the usual manner, the originals having been given to our agent.

11th cross-interrogate. Was the Adela or her cargo insured at the time of capture? Do you know, or have you the means of ascertaining, what were the conditions and rate of the agreement or policy of insurance? State fully all you know of the matter. State whether there were any negotiations between the owners or agents of the Adela or her cargo and the underwriters touching the insurance of the Adela or her cargo for the passage on which she was captured,

or any future passage to be made by her. State the tenor, substance, and result of such negotiation.

97 Answer. The Adela was insured. Copy policy is already produced. There were no negotiations of the nature referred to in this interrogatory.

12th cross-interrogate. Was there a written agreement between any of the officers or crew of the Adela and the master of the Adela, or between any of the officers or crew of the Adela and any person or persons whatever, by which any of the officers or crew of the Adela were to receive any bonus or extra compensation in any contingency? If so, what was the contingency or event on the happening of which such extra compensation was to be paid? Have you access to such agreement or copy of it? If yea, let a copy be attached. Was there any verbal agreement or understanding between any of the officers or crew of the Adela and any person or persons whatever that any of the officers or crew of the Adela were in any event to receive any extra compensation? If yea, state fully and minutely the terms and conditions of such agreement. State if there was any agreement, verbal or written, between any of the officers or crew of the Adela and any person or persons whatever, by which any of the officers or crew of the Adela were to receive any compensation or sum of money in case of the capture or seizure of the Adela. If yea, state fully the terms and conditions of such agreement or contract, and, if in writing, attach a copy. State fully the terms and conditions of all agreements, except the ship's articles of agreement required by the British shipping acts, between any of the officers or crew of the Adela and any persons whatever relating to the voyage or adventure in which the Adela was engaged.

Answer. Except as specified in answer number four to these interrogatories, there was no agreement with the officers and crew,

98 either verbal or in writing, other than the ship's articles.

13th cross-interrogate. Have any letters been written at any time by any of the owners or agents of, or parties interested in, the Adela or her cargo in reference to the Adela engaging in a trade to or going to any port or ports of the continent of America? If so, to what port or ports, or the port or ports of what State or States? Have letters been written by any such persons in reference to the Adela going to any blockaded port? If so, what port or ports? State the substance of and give copies of all letters inquired about in this interrogatory.

Answer. A letter was written, as before mentioned, by me to the consignees of the ship at Nassau, to be acted upon only in the event of Mr. McDowell not arriving out there. I have no copy of this letter. It was to the effect that the employment of the ship was to be left to their discretion, but, if New Orleans was open, the vessel was to be sent there. No other letter except this was written about the ship's employment that I know of.

14th cross-interrogate. Why were letters, invoices, manifest, and other papers relating to the cargo or voyage of the Adela not sent in the Adela in charge of the master?

Answer. The bills of lading and invoices relating to the cargo were sent to Nassau by mail, such being the usual mercantile practice.

15th cross-interrogate. Have any false or colorable letters been written concerning the purposes of the Adela in coming to America, not indicating the true intentions of her owners, agents, or managers?

99 Have any letters been written concerning the voyage or adventure on which the Adela came to America, or in which she was to engage on her arrival in America, not intended to indicate the truth as to said voyage or adventure, but intended to be produced in case of any examination or hearing as to said voyage or adventure, for the purpose of making a false or untruthful showing as to the same? Produce and attach copies of all letters inquired about in this interrogatory.

Answer. The Adela was not sent to America, but was taken there forcibly; no false or colorable letters were written as to the purposes of the Adela on her voyage, and no letters have been written not intended to indicate the truth as to her voyage.

16th cross-interrogate. State fully all your knowledge or information as to the adventure in which the Adela was engaged at the time of capture; the ports to which she was bound, and which she would have traded to during the year following the capture, had she not been arrested.

(S'd) THO'S J. BOYNTON,
U. S. Att'y So. D. of Florida.

Answer. At the time of her capture the Adela was bound for Nassau; her future employment was, as I have above stated, not determined upon, but was entirely within the discretion of our agent, who was to act as might seem most advantageous under the then existing circumstances.

(S'd) A. B. FORWOOD.

100 *Deposition of William Bower Forwood before William G. Bateson, Notary Public, Commissioner at Liverpool, December 13th* 1862.

1st interrogate. What is your name, age, and business?

Answer. My name is William Bower Forwood; my age is twenty-two; and my business is that of a merchant.

2d interrogate. What was your connexion with the steamer Adela at the time of her last sailing from Liverpool?

Answer. My connection with the Adela at the time referred to was that my firm acted as agents for the owners.

3d interrogate. What was your connexion with the charterers, freighters, or consignees of said steamer and her cargo?

Answer. There were no charterers of the said vessel; my firm acted as shipping agents to her, and were the owners of the cargo.

4th interrogate. What were the purposes of the voyage of said steamer, as you may know or have understood from her owners, charterers or freighters?

Answer. The voyage of the Adela was to Nassau

5th interrogate. Have you seen any correspondence between the owners or charterers of said steamer and the consignees of said vessel at Nassau, as to her future employment, after reaching Nassau?

101 Have you such correspondence in your possession or under your control? If yea, append copies thereof to your deposition in answer to these interrogatories.

Answer. I have not seen any correspondence between the owners of the ship and the consignees at Nassau; there are no charterers.

6th interrogate. Was the Adela under charter party? If yea, produce a copy of the same, if in your possession or under your control.

Answer. The Adela was not under charter party.

7th interrogate. Have you the possession or control of bills of lading, invoices, or correspondence, having reference to the cargo of said vessel, and the port at which it was to be delivered? If yea, produce the same, or copies thereof, and append them to your depositions.

Answer. I produce invoice and bill of lading of cargo: there was no correspondence relative to the cargo of the vessel and its port of discharge.

8th interrogate. On whose risk, account, and benefit was said cargo shipped, and where does such person or persons reside, and how long have they thus resided?

Answer. The cargo was shipped on account and risk of my firm of Leech, Harrison, & Forwood, the partners wherein reside in or near Liverpool, and have so resided for many years past.

102 9th interrogate. At what port or place was the Adela to make final delivery of the cargo which was shipped at Liverpool on this voyage?

Answer. The Adela was to make final delivery of her cargo at Nassau.

10th interrogate. Was the Adela insured for this voyage? If yea, append copy of the policy, if in your possession or under your control.

Answer. I produce copies of the policies of insurance on the ship, marked C and D respectively.

1st cross-interrogate. Have you any interest or property in the steamer Adela or the cargo which was on board of her at the time of capture, or in the adventure or voyage in which she was engaged at the time of capture? Had you any such interest or property at the time the vessel sailed from Liverpool, or at the time of capture?

Answer. When the Adela sailed from Liverpool my firm were owners of the cargo; my brother, Mr. Arthur Bower Forwood, and Mr. Dorrington, of Manchester, were the registered owners of the ship.

2d cross-interrogate. From your knowledge of the adventure in which the Adela was engaged, and her position when captured, what port do you believe the Adela would first have attempted to enter, if she had not been arrested? State the names of the second and third ports that you believe she would have attempted to enter had she not been arrested.

103 Answer. I have no doubt that the Adela would first have attempted to enter the port of Nassau, had she not been arrested; I know nothing of her being bound to any second or third ports.

3d cross-interrogate. Between what ports, or to what ports, was the Adela to trade during the remainder of the year 1862, had she not been arrested?

Answer. I do not know what ports the Adela would have traded to during the remainder of the year eighteen hundred and sixty-two, if she had not been arrested.

4th cross-interrogate. Was any agreement in relation to the voyage on which the Adela was engaged, except the usual shipping agreement commonly called the ship's articles, signed by any of the officers or crew of the Adela at any time? If yea, state the contents and provisions of said agreement; state fully.

Answer. I believe an agreement was signed by the officers of the Adela to the effect that if the ship should be sold abroad, or disposed of otherwise, they were to receive three months' pay; and if employed abroad, a small bonus per voyage. No agreement, either verbal or in writing, was, to my knowledge, made with or signed by any of the officers or crew to run or break the blockade of any port or ports.

5th cross-interrogate. State the name or names of the owner or owners of the Adela and of her cargo; state what were your business relations or connexion with the owners of vessel and cargo, and each of them; state whether either of said owners is your kins-
104 man, and in what degree.

Answer. The owners of the Adela were my brother, Arthur Bower Forwood, and Mr. James Dorrington, not a kinsman, for whom my firm acted as shipping agents; the cargo was owned by my father, my said brother, and myself, we being the then members of the firm of Leech, Harrison, and Forwood.

6th cross-interrogate. Have you ever heard any one connected with the vessel or cargo, either as owner or agent, say anything of the Adela's running any blockade at any time, or indicating an intention that she should violate any blockade? If so, the blockade of what ports?

Answer. I have heard the owners of the Adela speak of the number of vessels running the blockade from Nassau, but have no recollection of any conversation having special reference to the Adela engaging in any such trade, or going to any particular port except to Nassau.

7th cross-interrogate. At what time was the Adela purchased by her present owners? For what purpose or trade was she intended by them?

Answer. The Adela was purchased in May last to be sent out to Nassau as a speculation. I have no knowledge of any particular trade she was to engage in; but I believe she was sent out to Nassau for sale or to be employed as the owners' agent might deem most advantageous.

8th cross-interrogate. Do you know whether any statements or publications were made in the Liverpool or other newspapers, be-

105 fore or after the Adela sailed from Liverpool, with or without authority, concerning the objects or purposes of the owners or managers of the Adela, in sending her to America, or concerning the trade or business in which the Adela was to engage on arrival in America? If yea, state the substance of all such statements or publications that you have seen, or have knowledge of; state also whether, aside from such publications, you have any knowledge or information as to the purposes of the owners or managers of the Adela in sending her to America, or as to what trade she was to engage in on her arrival in America. What were such purposes and trade?

Answer. I am not aware of any statements being inserted in the newspapers or other publications to the effect alluded to in this question. It is not the fact that the Adela sailed for America. She sailed for Nassau.

9th cross-interrogate. State the different kinds and sorts of merchandize, goods, or property which composed the cargo of the Adela, when she sailed from Liverpool, and the quantity of each kind. Why was no manifest of cargo sent in the Adela on her voyage from Liverpool?

Answer. The cargo per Adela consisted of some boots, shoes, and a small quantity of arms, as per invoice now produced and marked B. I do not know why no manifest of cargo was sent in the Adela.

106 10th cross-interrogate. By what conveyance or means were the bills of lading, manifest of cargo, invoices, and other business papers or documents relating to cargo or voyage of the Adela sent from England to consignees or agents in America? Was the plan adopted for sending correspondence, invoices, and business papers in this case the usual mode of transmitting such correspondence or papers in voyages between Europe and America?

Answer. No bills of lading, manifest or invoices were sent to the consignees or agents in America, there being no consignee or agent in America, but the bills of lading and invoices were forwarded by mail to Nassau, which is the usual mode of transmitting such documents. I know of no correspondence.

11th cross-interrogate. Was the Adela or her cargo insured at the time of capture? Do you know, or have you the means of ascertaining, what were the conditions and rate of the agreement or policy of insurance? State fully all you know of the matter. State whether there were any negotiations between the owners or agents of the Adela or her cargo and the underwriters touching the insurance of the Adela or cargo for the passage on which she was captured, or any future passage to be made by her. State the tenor, substance, and result of such negotiation.

Answer. The Adela was insured as per copies of policies marked C and D annexed; there were no negotiations with any underwriter touching any further insurance.

12th cross-interrogate. Was there a written agreement be-
107 tween any of the officers or crew of the Adela and the master of the Adela, or between any of the officers or crew of the

Adela and any person or persons whatever, by which any of the officers or crew of the Adela were to receive any bonus or extra compensation in any contingency? If so, what was the contingency or event on the happening of which such extra compensation was to be paid? Have you access to such agreement or a copy of it? If yea, let a copy be attached. Was there any verbal agreement or understanding between any of the officers or crew of the Adela and any person or persons whatever, that any of the officers or crew of the Adela were, in any event, to receive any extra compensation? If yea, state fully and minutely the terms and conditions of such agreement. State if there was any agreement, verbal or written, between any of the officers or crew of the Adela and any person or persons whatever by which any of the officers or crew of the Adela were to receive any compensation or sum of money, in case of the capture or seizure of the Adela. If yea, state fully the terms and conditions of such agreement or contract, and, if in writing, attach a copy. State fully the terms and conditions of all agreements, except the ship's articles of agreement required by the British shipping acts, between any of the officers or crew of the Adela and any persons whatever relating to the voyage or adventure in which the Adela was engaged.

Answer. I believe that an agreement beyond the ship's articles was signed by some of the officers, but not by any of the crew, in which it was stipulated that we were to have three months
108 pay in case the ship should be disposed of abroad, and also a small bonus per voyage, should it be determined that the ship should trade out of the port of Nassau. I have no original nor any copy of this agreement.

13th cross-interrogate. Have any letters been written at any time by any of the owners or agents of, or parties interested in, the Adela or her cargo in reference to the Adela engaging in a trade to or going to any port or ports of the continent of America? If so, to what port or ports, or the port or ports of what State or States? Have letters been written by any such persons in reference to the Adela going to any blockaded port? If so, what port or ports? State the substance of and give copies of all letters inquired about in this interrogatory.

Answer. I am aware of no such letter or letters being written.

14th cross-interrogate. Why were letters, invoices, manifest, and other papers relating to the cargo or voyage of the Adela, not sent in the Adela, in charge of the master?

Answer. I believe all the papers referring to the cargo were sent to Nassau by mail.

15th cross-interrogate. Have any false or colorable letters been written concerning the purposes of the Adela in coming to America, not indicating the true intentions of her owners, agents, or managers? Have any letters been written concerning the voyage or adventure on which the Adela came to America, or in which she was to engage on her arrival in America, not intended to indicate the truth as to said voyage or adventure, but intended to be produced in case of
109 any examination or hearing as to said voyage or adventure,

for the purpose of making a false or untruthful showing as to the same? Produce and attach copies of all letters inquired about in this interrogatory.

Answer. The Adela was not sent to America, and no false or colorable letters were written with reference to her voyage, or to the future intentions of the owners.

16th cross-interrogate. State fully all your knowledge or information as to the adventure in which the Adela was engaged at the time of capture, the ports to which she was bound, and which she would have traded to, during the year following the capture, had she not been arrested.

(S'd) THOS. J. BOYNTON,
U. S. Att'y So. D. of Florida.

Answer. The Adela was bound to Nassau, and I believe upon her arrival there the owners' agent had absolute control over her.

(S'd) W. B. FORWOOD.

A.

Shipped, in good order and condition, by Leech, Harrison & Forwood, of Liverpool, in and upon the steamship called the Adela, whereof Walker is master for this present voyage, lying in the port of Liverpool, and bound for Nassau, N. P., with liberty to call at any port or ports, in any order, ninety-eight packages of merchandize, being marked and numbered as per margin, and to be delivered from the ship's tackle, where the ship's responsibility shall cease, in like good order and condition, at the aforesaid port of Nassau, N. P., or so near thereto as she can safely get, (the act of God, the Queen's enemies, pirates, barratry of master or mariners, restraint of princes and rulers, fire at sea or on shore, accidents from machinery, boilers, steam, or any other accidents of the seas, rivers, and steam navigation, of whatever nature or kind soever, excepted,) including all risk of craft, and with liberty to call at any port or ports to receive and discharge cargo, or for any other purpose whatever, (and with liberty, in the event of the said steamer putting back to Liverpool, or into any port, or otherwise being prevented from any cause from proceeding in the ordinary course of her voyage, to transship the goods by any other steamer belonging to, or chartered by, the same owners;) with liberty to sail with or without pilots, and to tow and assist vessels in all situations,—unto order, or to his or their assigns, freight and primage for the said goods, as per margin, to be paid by the shippers in Liverpool, (free of interest, vessel lost or not lost,) on or before the departure of the vessel; lighterage and average accustomed.

JR $3150—20 cases.
RC $101-125—25 boxes.
(S'd) A. B. FORWOOD.

[C] $140-148.
B & S $170-213. } 53 packages.
(S'd) W. B. FORWOOD.

In witness whereof, the master or agent of the said ship hath affirmed to 4 bills of lading, all of this tenor and date, one of which bills being accomplished, and delivered up to the owners, or their agents, in exchange for the goods, the others to stand void.

Dated in Liverpool, this 21st May, 1862.

Weights, contents, and value unknown, and not answerable for leakage, breakage, or rust. The goods to be discharged from the ship as soon as she is ready to unload, in hulk or lazaretto, or hired lighter, if necessary, by the agents of the owners of the vessel, at the shippers' or consignee's risk and expense, after they leave the ship's tackle. All fines and expenses, or losses by detention of vessel or cargo, caused by incorrect marking of the packages, or by incomplete or incorrect description or weight, (or of any other particulars required by the authorities at the port of discharge,) upon
111 either the packages or the bill of lading, shall be paid by the shipper or consignee of the goods, and the ship owner has a lien upon the goods until the payment of all such costs and charges. All quarantine expenses upon the goods, of whatever nature or kind, to be likewise paid by the shipper or consignee of the goods. In the event of quarantine, the goods to be discharged on arrival into quarantine, depot, hulk, lighter, or other vessels necessary for the ship's despatch, at the consignee's risk and expense; or should this be impracticable, or the vessel not admitted, the master to have the option, and is hereby authorized, to land the cargo at the nearest safe port to which the vessel is bound, at the risk and expense of the consignees.

(S'g'd) JAMES WALKER.

In case of the blockade or interdict of the port of discharge, or if, without such blockade or interdict, the entering of the port of discharge should be considered unsafe, by reason of war or disturbances, the master to have the option of landing the goods at any port which he may consider safe, at shippers' risk and expense, and on the goods being placed in charge of any mercantile agent, or of the British consul, and a letter being put into the post office, addressed to the shipper or consignee, if named, stating the landing, and with whom deposited, the goods to be at the shipper's risk and expense, and the master and owners discharged from all responsibility.

Freight on at per ton ..... £
Ft in
10 per cent. primage .....

["A"] Total .....

B.

Invoice of sundries bought as under, and shipped per steamer Adela for Nassau, for account and risk of whom it may concern.

Bought—payment cash, less 1½ p. c. dist.—
1862, May 22. AR 31-50 20 cases, each cont'g 20=400 long Enfield rifles with bayonet, snap cap, stopper, and bayonet scabbard, at 50 ..... £1,000

400 spare nipples, at 1½*d*		£2	10
20 bullet moulds, at 4*s.* 6*d*		4	10
80 nipple kegs, at 1*s.* 6*d*		6	
20 cases, at 10*s*		10	
R. C. 101-125 25 boxes, each cont'g 2,000=50,000 cartridges, at 60*d.* per 100		150	
25 boxes, at 6*s* 6*d*		16	2 6
		1,189	2 6
Discount, 1½ per cent.		17	16 8
Carried forward		1,171	5 10
112 Brought over		1,171	5 10
Bought.—payment cash, less 5 p. c. disc't.—			
B. [C.] S. { 140-148, 170-213, } 53 packages boots and shoes:			
No. 140–7, 8 cas. = 480 pairs men's negro Bluchers	£109 12		
No. 148, 1 cas. = 120 pairs ⅝ Cashmere buttons, cal'd	15 0 6		
No. 170, 1 cas. =96 pairs cal'd French Cashmere Buttons.	14 17 6		
No. 171, 1 cas. = 72 pairs women's kid elastic sides	23 18 6		
No. 172, 1 cas. = 75 pairs men's elastic sides, calf	34 8 6		
No. 173, 1 cas. 50 pairs men's patent galoshed elastic sides	23 1 6		
Samples, packing expenses, and fire insurance	2 5		
No. 174, 1 pack'e, = 60 pairs men's negro shoes, No. 3-13, at 4*s.* 5*d.*	13 5		
Case, &c	9		
175-213 39 cas. = 2,340 pairs men's negro shoes, at £13 14 p. case	534 6		
Half carriage on 20 pack'es £1 5			
Half carriage on 30 pack'es 4			
Half carriage on 40 pack'es 4 13			
	10 3		
Fire insurance on £548, at 1 per cent.	5 6		
	781 12		
Discount, 5 per cent	39 1 7		
		742	10 5
		1,913	16 3

Charges·				
Marine insurance £2,105, at 20*s.* pol.	£22	3		
Viewing rifles	3	6		
Carriage, cartage, porterage, dues on boots and shoes	4	16	3	
Commissions on £1,944 1 6, at 1 p. c.	19	8	10	
				49 14 1
Due in cash 22d May, 1862				1,963 10 4

Liverpool, 1862.
(S'd) A. B. FORWOOD.
(S'd) W. B. FORWOOD.

113 1,200. C.

In the name of God: Amen. Leech, Harrison & Forwood as agents, as well in their own name as for and in the name and names of all and every other person or persons to whom the same doth, may, or shall appertain in part or in all, doth make assurance, and cause themselves and them, and every of them, to be insured, lost or not lost, at and from Liverpool to Nassau, and for thirty days after arrival, on body of ship, value twelve thousand pounds, (£12,000,) upon any kind of goods and merchandizes, and also upon the body, tackle, apparel, ordnance, munition, artillery, boat, and other furniture, of and in the good ship or vessel called the Adela, (s.,) whereof is master, under God, for this present voyage, or whosoever else shall go for master in the said ship, or by whatsoever other name or names the same ship or the master thereof is or shall be named or called; beginning the adventure upon the said goods and merchandizes from the loading thereof aboard the said ship at Liverpool, upon the said ship, &c., and so shall continue to endure, during her abode there, upon the said ship, &c.; and further, until the said ship, with all her ordnance, tackle, apparel, &c., and goods and merchandizes whatsoever shall be arrived at Nassau as above, upon the said ship, &c., until she hath moored at anchor twenty-four hours in good safety, and upon the goods and merchandizes until the same be there discharged and safely landed; and it shall be lawful for the said ship, &c., in this voyage to proceed and sail to, and touch and stay at, any ports or places whatsoever without prejudice to this insurance. The said ship, &c., goods, and merchandizes, &c., for so much as concerns the assured, by agreement between the assured and assurers in this policy, are and shall be valued at twelve thousand pounds on
114 body of ship. Touching the adventures and perils which we, the assurers, are contented to bear, and do take upon us in this voyage: they are of the seas, men-of-war, fire, enemies, pirates, rovers, thieves, jettizons, letters of mart and counter mart, surprisals, takings at sea, arrests, restraints, and detainments of all kings, princes, and people, of what nation, condition, or quality whatsoever, barratry of the master and mariners, and of all other

perils, losses, and misfortunes that have or shall come to the hurt detriment, or damage of the said goods, and merchandizes, and ship' &c., or any part thereof; and in case of any loss or misfortune, it shall be lawful to the assured, their factors, servants, and assigns to sue, labor, and travel for, in and about the defence, safeguard, and recovery of the said goods and merchandizes and ship, &c., or any part thereof, without prejudice to this insurance. To the charges whereof, we the assurers, will contribute each one according to the rate and quantity of his sum herein assured; and it is agreed by us, the insurers, that this writing or policy of assurance shall be of as much force and effect as the surest writing or policy of assurance heretofore made in Lombard street, or in the royal exchange, or elsewhere in London. And so we the assurers are contented, and do hereby promise and bind ourselves, each one for his own part, our heirs, executors, and goods, to the assured, their executors, administrators, and assigns, for the true performance of the premises, confessing ourselves paid the consideration due unto us for this assurance, by the assured, at and after the rate of twenty-five shillings per cent.

In witness whereof, we, the assurers, have subscribed our names and sums assured, in Liverpool, London, and Manchester.

N. B.—Corn, fish, salt, fruit, flour, and seed, are warranted free from average, unless general, or the ship be stranded. Sugar, tobacco, hemp, flax, hides, and skins, are warranted free from
115 average under five pounds per cent.; all other goods, also the ship and freight, are warranted free from average under three pounds per cent., unless general, or the ship be stranded.

Liverpool, 15th May, 1862.

In the margin: Warranted free from capture, seizure, detention, and all consequences of hostilities, also for claims for loss or damage arising from seizure, detention, or the consequences of any other hostile act of the federal government, or governments, or people of any of the seceding or revolting States of the American Union.

(S'd) A. B. FORWOOD.
(S'd) W. B. FORWOOD.

£2,105. D.—Copy.

In the name of God: Amen. Wm. H. Welch Miller, as well in own name as for and in the name and names of all and every other person or persons to whom the same doth, may, or shall appertain in part or in all, doth make assurance and cause and them, and every of them to be insured, lost or not lost, at and from Liverpool to Nassau, and for thirty days after arrival, with leave to call at a port in the West Indies if necessary, upon any kind of goods and merchandizes, and also upon the body, tackle, apparel, ordnance, munition, artillery, boat, and other furniture of and in the good ship or vessel called the Adela, (s.,) whereof is master, under God, for this present voyage, or whosoever else shall go for master in the said ship, or by whatsoever name or names the same ship or the mas-

ter thereof is or shall be named or called; beginning the adventure upon the said goods and merchandizes from the loading thereof aboard the said ship at as above upon the said ship, &c., including all risk of craft, and so shall continue to endure, during her abode there, upon the said ship, &c.; and further, until the said ship, with all her ordnance, tackle, apparel, &c., and goods and merchandizes whatsoever, shall be arrived at, as above, upon the said ship, &c., until she hath moored at anchor twenty-four hours in good safety, and upon
116 the goods and merchandizes, until the same be there discharged and safely landed; and it shall be lawful for the said ship, &c., in this voyage to proceed and sail to and touch and stay at any ports or places whatsoever and wheresoever, and for all purposes, without prejudice to this insurance. The said ship, &c., goods and merchandizes, &c., for so much as concerns the assured, by agreement between the assured and assurers in this policy, are and shall be valued at £2,105.

B [C] S 140–8 45 trunks; 170–213 8 cases Boots and shoes	£830
AR 31–50 20 cases rifles	1,135
R. C. 101–125 25 cases cartridges	140
	2,105

Insured by order of Messrs. Leech, Harrison & Forwood, touching the adventures and perils which we, the assurers, are contented to bear, and do take upon us in this voyage—they are of the seas, men-of-war, fire, enemies, pirates, rovers, thieves, jettizons, letters of mart, and counter mart, surprisals, takings at sea, arrests, restraints, and detainments of all kings, princes, and people of what nation, condition, or quality whatsoever, barratry of the master and mariners, and of all other perils, losses, and misfortunes that have or shall come to the hurt, detriment, or damage of the said goods and merchandizes and ship, &c., or any part thereof; and in case of any loss or misfortune it shall be lawful to the assured, their factors, servants, and assignees to sue, labor, and travel for in and about the defence, safeguard, and recovery of the said goods and merchandizes and ship, &c., or any part thereof, without prejudice to this insurance; to the charges whereof we, the assurers, will contribute each one according to the rate and quantity of his sum herein assured. And it is agreed by us, the insurers, that this writing or policy of assurance shall be of as much force and effect as the surest writing or policy of assurance heretofore made in Lombard street, or in the royal exchange, or elsewhere in London; and so we, the assurers, are contented and do hereby promise and bind ourselves, each one for his own part,
117 our heirs, executors, and goods, to the assured, their executors, administrators, and assigns, for the true performance of the premises, confessing ourselves paid the consideration due unto us for this assurance by the assured, at and after the rate of twenty shillings per cent.

In witness whereof, we, the assurers, have subscribed our names and sums assured, in London.

N. B. Corn, fish, salt, fruit, flour, and seed are warranted free from average, unless general, or the ship be stranded. Sugar. tobacco, hemp, flax, hides, and skins are warranted free from average under five pounds per cent.; all other goods, also the ship and freight, are warranted free from average under three pounds per cent., unless general, or the ship be stranded. Warranted free from particular average, unless stranded, sunk, or burnt.

Liverpool, June 2d, 1862.

(S'd) A. B. FORWOOD.
(S'd) W. B. FORWOOD.

In the margin:

Warranted free from capture, seizure, detention, and all consequences of hostilities. Insured at Lloyds.

119 District court of the United States for the southern district of Florida.

THE UNITED STATES
vs.
THE *the* STEAMSHIP ADELA and CARGO. } Prize.

PAPERS RETURNED AS FOUND ON BOARD THE SAID VESSEL, THE STEAMSHIP ADELA, AND READ IN EVIDENCE ON THE HEARING OF THIS CAUSE.

121 *Form No.* 9, *A., steamer.—Certificate of British registry.*

[British coat of arms.]

Signal letters, N. G. L. P. Official number of ship, 21,474. Port number, 27 in 1859. Date of registry, 31st August, 1859.

Name of ship, Adela. British or foreign built, British; built at Glasgow, in the county of Lanark, 25 August, 1859. Port of registry, Belfast. How propelled, by paddle-wheels. Number of decks, one and a break. Number of masts, two. Rigged, schooner. Stern, round. Build, clencher. Galleries, none. Head, none. Framework, none.

Measurements:

	Feet.	Tenths.
Length from the fore part of stern under the bowsprit, to the aft side of the head of the stern post	212	9
Main breadth to outside plank	22	85
Depth in hold from tonnage deck to ceiling at midships	11	2

Name and address of builders, James and George Thompson Glasgow.

Tonnage:

	No. of tons.
Tonnage under tonnage deck	368.01
Closed in spaces above the tonnage deck, if any, viz:	
Space or spaces between decks	.....
Poop	.....
Round-house	2.73
Other enclosed spaces, if any, naming them: Break	27.66
Gross tonnage	398.40
Reducction for space required for propelling power	223.32
Register tonnage	175.08

Length of engine-room, 69 feet, 3 tenths. Number of engines, two. Combined power, (estimated horse-power,) number of horses-power, 194 horses. Name and address of engine maker, J. & G. Thompson, Glasgow.

I, the undersigned, registrar of the port of Belfast, hereby certify that the ship, the description of which is prefixed to this, my certificate, has been duly surveyed, and that the above description is true; that George McKibbin Dounan, whose certificate of competency or service is No. 15,111, is the master of the said ship; and that the names, residence, and description of the owners and number of sixty-fourth shares held by each, are as indorsed on the back hereof.

Name, residence, and occupation of the owner, ———. Number of sixty-fourth shares, ——.

Dated at Belfast, the 31st day of August, one thousand eight hundred and fifty-nine.

(Sig'd) JOHN SHELLY, *Registrar.*

Notice.—A certificate of registry granted under the merchant shipping act, 1854, is not a document of title. It does not necessarily contain notice of all changes of ownership, and in no case does it contain an official record of any mortgages affecting the ship.

122 Name, residence, and occupation of the owners:

	Number of sixty-fourth shares.
William Malcomson, of Portland, in the county of Waterford, merchant; David Malcomson, of Portland aforesaid, merchant; George Pine Malcomson, of Portland aforesaid, merchant; Frederick Malcomson, of Portland aforesaid, merchant; Robert Malcomson, of Clonmel, in the county of Tipperary, merchant—joint owners, (forty-four)	44
The Right Honorable Archibald William Montgomerie, earl of Eglinton and Winton, of Eglinton castle in the county of Ayr, (six)	6

	No. of sixty-fourth shares.
Charles Dalrymple Gairdner, of Auchane House, in the county of Ayr, gentleman, (two)	2
John Moffat, of Ardrossan, in the county of Ayr, merchant, (six)	6
Robert Henderson, Robert Henderson, junior, both of Belfast, in the county of Antrim, merchants, joint owners, (six)	6
	64

CUSTOM HOUSE, *Belfast*, 30*th March*, 1860.

I hereby certify that George Hughan, the number of whose certificate of competency is 15,715, has this day been appointed master of the ship within described, in the place of George McKibbin Dounan.

(Sig'd) D. MILLER, *p. Reg'r.*

CUSTOM HOUSE, *Belfast*, 2*d April*, 1860.

I hereby certify that George McKibbin Dounan, the number of whose certificate of competency is 15,111, has this day been appointed master of the ship within described, in the place of George Hughan.

(Sig'd) D. MILLER, *pro Reg'r.*

CUSTOM HOUSE, *Belfast*, 9*th Oct'r*, 1861.

I hereby certify that William Kinnear, the number of whose certificate of competency is 10,922, has this day been appointed master of the ship within described, in the place of George M. Dounan.

(Sig'd) D. MILLER, *P. Registrar.*

CUSTOM HOUSE, *Belfast*, 23*d October*, 1861.

I hereby certify that George McKibbin Dounan, the number of whose certificate of competency is 15,111, has this day been appointed master of the ship within described, in the place of William Kinnear.

(Sig'd) S. CAMPBELL, *p. Reg.*

CUSTOM HOUSE, *Belfast*, 7*th March*, 1862.

I certify that William Kinnear, the number of whose certificate of competency is 10,922, has this day been appointed master, in the place of George M. Dounan.

(Sig'd) D. MILLER, *pro Reg'r.*

CUSTOM HOUSE, *Belfast*, 10 *March*, 1862.

I hereby certify that George McKibbin Dounan, the number of whose certificate of competency is 15,111, has this day been appointed master, in the place of William Kinnear.

(Sig'd) D. MILLER, *pro Reg'r.*

CUSTOM HOUSE, *Belfast*, 9*th April*, 1862.

I certify that William Richardson, the number of whose certificate of competency is 120,798, has this day been appointed master, in the place of George M. Dounan.

(Sig'd) D. MILLER, *pro Reg'r.*

CUSTOM HOUSE, *Belfast*, 14*th April*, 1862.

I certify that George McKibbin Dounan, the number of whose certificate of competency is 15,111, has this day been appointed master, in the place of William Richardson.

(Sig'd) D. MILLER, *pro Reg'r.*

CUSTOM HOUSE, *Liverpool*, 17 *May*, 1862.

I hereby certify that James Walker, the number of whose certificate of competency is 7,228, has this day been appointed master.

(Sig'd) JAMES C. DOWNEY, *p. R.*

N. B.—Indorsements of changes of owners and masters must be made as directed by the instructions to registrars, and will follow here.

123 PORT OF ST. GEORGE'S, BERMUDA.

These are to certify all whom it doth concern, that James Walker, master or commander of the steamer Adela; burthen one hundred and seventy-eight tons; mounted with guns; navigated with 32 men; British built, and bound for Nassau, having on board fifty-three packages merchandize, inward cargo from Liverpool, hath here entered and cleared his said vessel according to law.

Given under our hands at the custom-house, at the port of St. George, in the island of Bermuda, this third day of July, one thousand eight hundred and sixty-two.

(Sig'd) J. BLALEM, *Col.*

[SEAL.] 112, A, 9068.

CUSTOM-HOUSE, LIVERPOOL,
2 *day of May*, 1862.

These are to certify that Mr. Walker, master of the Adela, official number, 21,474, of 175 tons register, of Liverpool, from to Nassau, by , hath paid the sum of one pounds, thirteen shillings and nine pence, for light, &c., duties for the said voyage as understated.

Signature not legible.

————, *D'y Collector.*

124

	Am't.
General coast lights, rate per ton per vessel, 5 $\frac{1}{16}$	.....
Local lights, rate per ton per vessel, 16*d*.....	.....
By order in council, dated 25th July, 1861, abatem't....	£1 4 4
60 pr ct.....	2 10 7
Net amount.....	1 13 9

Duties last paid at L'pool, on the 8th day of May, 1862.

(*A A.*) *Foreign-going ship No.* 85. *Certificate for clearance outwards.*

[SEAL.] Name of master, James Walker. Name of ship, Adela. Official number, 21,474. Port belonging to, Belfast. Registered tonnage, 175. Port of departure, Liverpool. Destination of voyage, Nassau.

Payments:	£	s.	d.
Fees	0	15	0
Forms			
Log			
Total			

I certify that the above-named master has engaged his crew before me, and has produced the certificates of himself, and of such of his mates as are required to produce certificates, and has made the above-mentioned payments, or has otherwise complied with the provisions of the statutes in that behalf.

(Sig'd) A. C. MOTT, *Shipping Master.*

Dated at Liverpool, 22 day of May, 1862.

125 *Extracts from log of steamer Adela, James Walker, master.*

Voyage from Liverpool to Cork:

FRIDAY, 23d *May*, 1862.

Laying in the river Mersey, pilot in charge. 8.5 a. m., abreast Rock Light. 9. 40, pilot left.

SATURDAY, *May 24th*, 1862.

4 a. m. Fresh breeze and clear; altered course as necessary, steering for Queenstown harbor. Arrived at Queenstown, anchored with 20 fathoms chain.

SUNDAY, P. M.

Commenced taking in coals from a steam tug.

1 p. m. The first lot of coals came off.

8 p. m. Stores, &c., came off, and a second lot of coals finished from the tender.

3 a. m. A third and last lot of coals came off, and seamen and firemen commenced to receive and stow same.

9 a. m. Pilot came on board.

11.40. Pilot left the ship.

Voyage from Liverpool and Queenstown to Fayal:

MONDAY, *May 26th.*

2.30 p. m. Abreast Old Head Kinsale l't.

SUNDAY, 1*st June.*

6 a. m. Made the land of Tercera.

11.15. Abreast west end of the island of Tercera.

126 MONDAY.

6.45 p. m. Anchored in 9 fathoms water in the harbor of Fayal.

Voyage from Fayal to St. Michael's:

THURSDAY, *5th June.*

6 a. m. Began to heave short cable and get ship ready for sea.
8.45. Weighed anchor and proceeded full speed towards St. Michael's for coals.

FRIDAY.

A. M. Made the island of St. Michael's; slowed engines waiting for daylight.
3.50. Ahead full speed.
5. Made out Point Delgada.
7.40. Came to an anchor ¼ mile off shore of the town of St. Michael's.
10 a. m. Commenced coaling.

SUNDAY.

All hands working at the coaling till 9.40 p. m., at which time we had received 14 lighter loads, say, at 8 tons each, 112 tons.
11 p. m. Tripped the anchor and proceeded to sea.

Voyage from St. Michael's to Nassau:

FRIDAY, *20th June.*

7.30 p. m. Made the land bearing SW. ½ W.
9.30. Made Gibbs' Hill light, bearing W. SW. Midnight. Standing off and on till daylight.
5 a. m. Pilot boarded us, proceeded on full speed.
7 a. m. Anchored off St. George's, Bermuda.

SUNDAY.

Laying at single anchor of George's, Bermuda.
127 7.15 a. m. 2d officer, C. H. Carpenter, officially log'd for incompetency, and sent to his room off duty.

MONDAY.

6 a. m. Hove up the anchor, and with the assistance of a pilot hauled ship into a quay berth to receive fuel.

TUESDAY, *1st July.*

Laying at port St. George's, Bermuda. Total wood on board, 61 tons.
W. W. Benson, chief officer, sick and off duty.

WEDNESDAY, *2d.*

Crew employed in getting up and discharging cargo, and preparing for sea. Hauled ship further out to the quay end.

THURSDAY.

5.30 a. m. Pilot came on board, hauled ship into the stream.

Voyage from Bermuda to Nassau:

FRIDAY, *4th July.*

1.30 p. m. Proceeded to sea under steam full speed.
2 p. m. Pilot left.

MONDAY, *7th July*, 1862.

P. M. Squalls and heavy rain; wind veering all round compass.
No later entries on log.

129 LIVERPOOL. [SEAL.]

Agreement for foreign-going ship.—Copy.

Name of ship, Adela; official number, 21,474; port of registry, Belfast. Port, No., and date of register: 27; 31, 8, 59. Registered tonnage, 175; managing owners: name, Leech, Harrison & Forwood: address, (state No. of house, street, and town,) 11 Dale st., L'pool. Master: name, James Walker; No. of certificate, C, 7228; address, (state No. of house, street, and town,) Sefton Ter., Litherland. Date and place of first signature of agreement, including name of shipping office: 19 May, 1862; L'pool.

The several persons whose names are hereto subscribed, and whose descriptions are contained below, and of whom six are engaged as sailors, hereby agree to serve on board the said ship, in the several capacities expressed against their respective names, on a voyage from Liverpool to Nassau; thence, if required, to any ports and places in the West Indies, Gulf of Mexico, and Atlantic ocean, and back to a final port of discharge in the United Kingdom, the term not to exceed 12 months.

And the said crew agree to conduct themselves in an orderly, faithful, honest, and sober manner, and to be at all times diligent in their respective duties, and to be obedient to the lawful commands of the said master, or of any person who shall lawfully succeed him, and of their superior officers, in everything relating to the said ship and the stores and cargo thereof, whether on board, in boats, or on shore; in consideration of which services, to be duly performed, the said master hereby agrees to pay to the said crew as wages the sums against their names respectively expressed, and to supply them with provisions according to the annexed scale. And it is hereby agreed that any embezzlement or wilful or negligent destruction of any part of the ship's cargo or stores shall be made good to the owner out of the wages of the person guilty of the same; and if any person enters himself as qualified for a duty which he proves incompetent to perform, his wages shall be reduced in proportion to his incompetency. And it is also agreed that the regulations authorized by the

board of trade, which, in the paper annexed hereto, are numbered 1 to 22, are adopted by the parties hereto, and shall be considered as embodied in this agreement. And it is also agreed that if any member of the crew considers himself to be aggrieved by any breach of the agreement or otherwise, he shall represent the same to the master or officer in charge of the ship in a quiet and orderly manner, who shall thereupon take such steps as the case may require. And it is also agreed that the crew shall consist of 28, all told. No grog allowed.

In witness whereof, the said parties have subscribed their names hereto on the days against their respective signatures mentioned.

Signed by James Walker, master, on the 19th day of May, 1862.

Signatures of crew.	Age.	Town and county where born.	No. of fund ticket, if any, or E. 2.	No. of royal naval volunteer certificate.	Ship in which he last served, official No. and port she belonged to, or other employment.	Date and place of discharge from such ship.		Date and place of joining this ship.		In what capacity engaged, and, if mate, No. of his certificate, if any.	Time at which he is to be on board.	Amount of wages per calendar month, share, or voyage.	Am't of wages advanced on entry.	Amount of monthly allotment.	Shipping master's signature or initials.
						Date.	Place.	Date.	Place.			£ s. d.	£. s. d.	£ s. d.	
James Walker	37	Glasgow			G't Eastern, London	1861. 7 Oct'r.	Milford	19 May	L'pool.	Master: C. 4,492.					M. Rackham.
Wm. Wille Benson		Devonshire			Montague, L'pool.	23 Ap'l.	L'pool	19 May	L'pool.	Mate: S. 74,213.	6 a. m. 20 May	20 0 0			M. R.
Charles H. Carpenter	27	Devon			Gen'l Ewart, London	April.	L'pool	19 May	L'pool.	2d mate	20 May	10 0 0	10 0 0	5 0 0	M. R.
David James	26	Dublin			Thames, Sunderland	4 April	London.	19 May	L'pool.	B'sw'n	20 May	5 0 0	5 0 0	2 10 0	M. R.
Isaac Jones	27	L'pool.			Berbice, L'pool.	April.	L'pool	19 May	L'pool.	Carp't'r.	20 May	7 0 0	7 0 0	3 10 0	M. R.
Edward Malcolmn	34	Kent			G't Eastern, London	Aug.	Milford	19 May	L'pool.	Steward	20 May	8 0 0	8 0 0		M. R.
Samuel Harvey	23	L'pool.			Grecian, L'pool.	11 May	L'pool	19 May	L'pool.	Cook	20 May	7 0 0	7 0 0	3 10 0	M. R.
Thomas James	26	Dublin			Thames, Sunderland	4 Ap'l.	London	19 May	L'pool.	Seaman	20 May	3 10 0	3 10 0	1 15 0	M. R.
Edward Studdart	22	L'pool.		3594	Kedar, Glasgow, with leave and liability.	Ap'l	L'pool	19 May	L'pool.	Seaman	20 May	3 5 0	3 5 0	1 12 6	M. R.
George Beswick	43	Scarborough			Isabel, Scarborough	31 M'ch	L'pool	19 May	L'pool.	Seaman	20 May	3 5 0	3 5 0	1 12 6	M. R.
William x Kemp	52	Aberdeen			Frankfort, L'pool.	15 Ap'l.	L'pool	19 May	L'pool.	Seaman	20 May	3 5 0	3 5 0	1 12 6	M. R.
William x Treavor	22	L'pool.			Syrian, L'pool.	May	L'pool	19 May	L'pool.	Seaman	20 May	3 5 0	3 5 0	1 12 6	M. R.
Patrick Brewster	32	Paisley			C. of Manchester, L'pool.	14 Feb.	L'pool	19 May	L'pool.	Engineer	20 May	20 0 0	20 0 0		M. R.
James McGregor	32	Aberdeen			C. of Manchester, L'pool.	14 Feb.	L'pool	19 May	L'pool.	2d eng.	20 May	15 0 0			M. R.
Henry Wagstaff	30	Derby			Babiana, L'pool.	4 Ap'l.	L'pool	19 May	L'pool.	3d eng.	20 May	12 0 0			M. R.
Andrew Harvey	24	Holyhead			First voyage			19 May	L'pool.	4th eng.	20 May	8 0 0			M. R.
William Baur	28	Greenock			Vera Cruz, St. Nazaire	12 Ap'l.	St. Navaire	19 May	L'pool.	Fireman	20 May	5 0 0	5 0 0	2 10 0	M. R.
Thomas McQueen	39	Glasgow			C. of Balimore, L'pool	3 May	L'pool	19 May	L'pool.	Fireman	20 May	5 0 0	5 0 0	2 10 0	M. R.
Thomas Malcolmn	36	Stirling			Olympus, Glasgow	22 M'ch	L'pool	19 May	L'pool.	Fireman	20 May	5 0 0	5 0 0	2 10 0	M. R.
Thomas Allison	31	Glasgow			P. Albert, London	17 Dec'r.	Cadiz	19 May	L'pool	Fireman	20 May	5 0 0	5 0 0	2 10 0	M. R.
Thomas x Dower	38	Clonmel			Corinthian, L'pool	26 Ap'l.	L'pool	19 May	L'pool.	Fireman	20 May	5 0 0	5 0 0	2 10 0	M. R.
John Monoro	36	Leith			C. of Balimore, L'pool	3 May	L'pool	19 May	L'pool.	Fireman	20 May	5 0 0	5 0 0	2 10 0	M. R.
William Barrens	28	Wexford			C. of W'h'gton, L'pool	4 Ap'l	L'pool	19 May	L'pool.	Fireman	20 May	5 0 0	5 0 0	2 10 0	M. R.
Thos. x Hutchinson	29	Glasgow			Viagara, Glasgow	29 Ap'l.	L'pool	19 May	L'pool.	Fireman	20 May	5 0 0	5 0 0	2 10 0	M. R.
Thos. x Thompson	31	Glasgow			Glasgow, L'pool	Ap'l	L'pool	19 May	L'pool.	Fireman	20 May	4 10 0	4 10 0	2 5 0	M. R.
Rich'd Michlenright	23	Shrewsbury			First voyage			19 May	L'pool.	Fireman	20 May	4 10 0	4 10 0		M. R.
Robert Cunningham	40	Glasgow			G't Eastern, London	7 Oct.	Guilford	19 May	L'pool	Fireman	20 May	4 10 0	4 10 0	2 5 0	M. R.
James Buchanan	24	Glasgow			Vasco de Gama, Glasgow	11 Feb.	Glasgow	19 May	L'pool.	Fireman	20 May	4 10 0	4 10 0	2 5 0	M. R.

[Folio 2, continued from folio 1]

130 [SEAL.] *Agreement for foreign-going ship.—Copy.*

Name of ship, Adela ; official number, 21, 474 ; port of registry, Belfast; port, No., and date of register, 27 ; 31, 8, 59. Registered tonnage, 175. Managing owner : name, Leech, Harrison, & Forwood ; address, (state No. of house, street, and town,) 11 Dale st., L'pool. Master : name, J. Walker ; No. of certificate, C, 7228; address, (state No. of house, street, and town,) Sefton Terr., Litherland. Date and place of first signature of agreement, including name of shipping office, 19 May, 1862 ; L'pool.

Signature of crew.	Age.	Town and county where born.	No. of fund, ticket, if any, or E. 2.	No. of royal naval volunteer certificate.	Ship in which he last served, official number, and port she belonged to, or other employment.	Date and place of discharge from such ship.		Date and place of joining this ship.		In what capacity engaged, and, if mate, No. of his certificate, if any.	Time at which he is to be on board.	Am't of wages per calendar month, share, or voyage.	Am't of wages advanced on entry.	Am't of monthly allotm't.	Shipp'g master's signature or initials.
						Date.	Place.	Date.	Place.			£ s. d.	£ s. d.		
						1862.		1862.							
Thomas Carlass.....	16	L'pool.....	....	....	First voyage.....	.....	.....	21 May..	L'pool...	Boy.....	21 May, 6 a. m	1 0 0	1 0 0	....	M. R.
Robert Fox.....	21	Lancaster	....	....	First voyage, (substitute)	.....	.....	22 May..	L'pool...	Steward.	22 May, 5 p. m.	2 10 0	2 10 0	....	H. E. Gibbons.
Benjamin Anderson.	28	L...burn.....	....	....	Spanker, Glasgow.....	8 May...	Glasgow.	22 May..	L'pool...	Seaman.	22 May, 6 p. m.	3 5 0	3 5 0	....	H. E. G.
James Golding.....	26	Cork.....	....	....	John Canning, London..	4 Ap'l...	Milford..	24 May..	Q'town..	A. B. ...	25 May, 4 a. m.	3 5 0	3 5 0	....	J. H. Hill.
Robert Monteith....	20	Belfast	....	....	Glengare, L'pool.....	14 May..	Q'town..	24 May..	Q'town..	A. B....	....do.....	3 5 0	3 5 0	....	J. H. Hill.
his Michael x Keogh mark...	19	Queenstown.	....	....	Victoria, London.....	19 Mar..	London .	24 May..	Q'town..	Fireman.	....do	4 0 0	4 0 0	....	J. H. Hill.

Indorsements.

BRITISH VICE-CONSULATE FOR THE ISLANDS OF FAYAL AND PICO.

Vessel arrived June 1st, 1862. Articles deposited June 2d, 1862; articles returned June 5th, 1862.
Fayal, June. 5th, 1862.
[SEAL.] (Sig'd)

THOMAS DART, *B. V. Consul.*

PORT OF ST. GEORGE, *Bermuda*, 3 *July*, '62.

Deposited 20 June; returned 3 July.
(Sig'd)

H. B. TALINE, *Col.*

131 [SEAL.] *Regulations for maintaining discipline, sanctioned by the board of trade, in pursuance of the merchant shipping act, 17 and 18 Vict., c. 104.*

These regulations are distinct from and in addition to those contained in the act, and are sanctioned, but not universally required by law. All or any of them may be adopted by agreement between a master and his crew, and thereupon the offences specified in such of them as are so adopted will be legally punishable by the appropriate fines or punishments. These regulations are all numbered, and the numbers of such of them as are adopted must be inserted in the space left for that purpose in the agreement, and a copy of these regulations must be made to correspond with the agreement by erasing such of the regulations as are not adopted, and must then be attached to and kept with the agreement which the master of the ship takes to sea with him. If the agreement is made before a shipping master, his signature or initials must be placed opposite such of the regulations as are adopted.

For the purpose of legally enforcing any of the following penalties the same steps must be adopted as in the case of other offences punishable under the act—that is to say, a statement of the of-

132 fence must, immediately after its commission, be entered in the official log-book by the direction of the master, and must at the same time be attested to be true by the signatures of the master and the mate, or one of the crew; and a copy of such entry must be furnished or the same must be read over, to the offender, before the ship reaches any port or departs from the port at which she is, and an entry that the same has been so furnished or read over, and of the reply, if any, of the offender, must be made and signed in the same manner as the entry of the offence. These entries must, upon discharge of the offender, be shown to the shipping master before whom the offender is discharged, or, in the case of a home-trade ship, to some shipping master at or near the place where the crew is discharged; and if he is satisfied that the offence is proved, and that the entries have been properly made, the fine must be deducted from the offender's wages, and paid over to the shipping master.

If, in consequence of subsequent good conduct, the master thinks fit to remit or reduce any fine upon any member of his crew which has been entered in the log, and signifies the same to the shipping master, the fine shall be remitted or reduced accordingly. If wages are contracted for by the voyage or by share, the amount of

133 the fines is to be ascertained in the manner in which the amount of forfeiture is ascertained in similar cases under section 252.

Offence.	Amount of fine or punishment.	Shipping master's signature or initials.
1. Not being on board at the time fixed by the agreement	2 days' pay.	
2. Not returning on board at the expiration of leave	1 day's pay.	
3. Insolence or contemptuous language or behavior towards the master or any mate	1 day's pay.	
4. Striking or assaulting any person on board or belonging to the ship	2 days' pay.	
5. Quarrelling or provoking to quarrel	1 day's pay.	
6. Swearing or using improper language	1 day's pay.	
7. Bringing or having on board spirituous liquors	3 days' pay.	
8. Carrying a sheath-knife	1 day's pay.	
9. Drunkenness—first offence	2 days' half allowance of provisions.	M. ROCKHAM.
9. Ditto —second offence	2 days' pay.	
10. Neglect on the part of the officer in charge of the watch to place the lookout properly	2 days' pay.	
11. Sleeping or gross negligence while on the lookout	2 days' pay.	
134 12. Not extinguishing lights at the times ordered	1 day's pay.	
13. Smoking below	1 day's pay.	
14. Neglecting to bring up, open out, and air bedding when ordered	½ day's pay.	(Sig'd)
15. For the cook not having any meal of the crew ready at the appointed time	1 day's pay.	
16. Not attending divine service on Sunday, unless prevented by sickness or duty of the ship	1 day's pay.	
17. Interrupting divine service by indecorous conduct	1 day's pay.	
18. Not being clean, shaved, and washed on Sundays	1 day's pay.	Adopted.
19. Washing clothes on a Sunday	1 day's pay.	
20. Secreting contraband goods on board with intent to smuggle	1 mo's pay.	
21. Destroying or defacing the copy of the agreement which is made accessible to the crew	1 day's pay.	

Offence.	Amount of fine or punishment.	Shipping master's signature or initials.
22. If any officer is guilty of any act or default which is made subject to a fine, he shall be liable to a fine of twice the number of days' pay which would be exacted for a like act or default from a seaman, and such fine shall be paid and applied in the same manner as other fines.	.....	

One package marked thus:

Through politeness of Cap'n Benson, "Adela." Rece'd June 12, 1862. (Sig'd) Geo. D. Allen, prize com's'r, and containing twenty-three cards, viz: Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back to Messrs. Jones & Way, commission merchants, corner of Bay and Drayton streets, Savannah, Geo., with W. Y. Bell's comp'ts.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back: Col. Ormsted, Savannah, through Messrs. Jones & Way.

136 Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back: Wm. T. Bell, nephew of late Jas. Taylor, esq., of Sumter; Aaron Champion, jun'r, esq'r, commission merchant, &c., Savannah.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back: Wm. Starr, esq'r, Savannah. (Mr. Robert Caughey is well.)

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back: Dr. Clifford Stiles, Savannah, with Wm. T. Bell's comp'ts.

Wm. Taylor Bell & Co., nephew of James Taylor, esq'r, (late) Sumter, S. Ca.. gen'l brokers and commission merchants, India
137 buildings, Liverpool.

Directed on the back: Joseph Lippet, esq., commission merchant, Wilmington, No. Ca. Please inquire of Messrs. Burr about me. W. T. Bell, formerly of Montreal.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Direction on the back: Wm. T. Bell, nephew of late Jas. Taylor, esq're, of Sumter, So. Ca. Charles Green, jr., esq., Savannah.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back: W. T. Bell, nephew of late Jas. Taylor, esq'r, jr., Meeting street, Charleston.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back: W. T. Bell, nephew of the late Jas.
138 Taylor, esq're, of Sumter, So. Ca. Calder, esq're, Planters' Hotel, Charleston, South Carolina.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back to Ravenscroft Burr, esq'r, or Charles E. Burr, esq'r, Wilmington, North Carolina.—(Wilmington Herald.)

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back: Wm. Taylor Bell, formerly of Montreal, nephew of James Taylor, (late) esq'r, of Sumter, South Carolina, to Messrs. De Rossett & Brown, commission merchants, Wilmington, N. Ca.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

139 Directed on the back: W. T. Bell, had the pleasure of being introduced by Mr. MacDonald to John Scriven, esq're, Savannah. W. T. B. is nephew of late Jas. Taylor, esq'r, of Sumter.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

W. T. B., nephew of late Jas. Taylor, esq'r. Messrs. Robert & Sumter Webb, merchants, Sumter, So. Ca. Thro. Jones & Way, Savannah.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back: Dr. Wm. King, Savannah, from W. T. Bell, nephew of the late Jas. Taylor, esq'r, of Sumter, So. Ca.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

140 Directed on the back: Wm. T. Bell, nephew of Jas. Taylor, esq'r, of Sumter, and formerly one of the partners in the firm of Messrs. Isaac Low Taylor & Co., Savannah and New York, to Andrew Low, esq'r, Savannah.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on back: W. T. Bell, nephew of James Taylor, esq're, of Sumter, S. Ca. Wm. Duncan, esq're, Savannah.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back: W. T. Bell, nephew of late Jas. Taylor, esq'r, of Sumter, S. Ca. Charles Hardie, esq're, Savannah.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back: W. T. Bell, nephew of late Jas. Tay-
141 lor, esq're, of Sumter, So. Ca. J. K. Teft, esq're, banker, Savannah.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back: W. T. Bell, nephew of late Jas. Taylor, esq're, of Sumter, S. C. Robert Irvine, esq're, Savannah.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back: W. T. Bell, nephew of late Jas. Taylor, esq're, of Sumter, S. Ca. Alex'r Wayne, esq're, Savannah, Ga.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back: Andrew I. McElveen, planter, W. Sumter, So. Ca. W. T. B., nephew of late Jas. Taylor, esq're, thro. Jones & Way, Savannah.

142 Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back: W. T. Bell, nephew of late Jas. Taylor, esq're, of Sumter, S. Ca. Messrs. Haberson & Son, Savannah, Ga.

Wm. Taylor Bell & Co., gen'l brokers and commission merchants, India buildings, Liverpool.

Directed on the back: Col. Franklin Moses, Sumter, So. Ca. W. T. B. is nephew of late Jas. Taylor, esq're, thro. Jones & Way, Savannah.

One letter directed to E. B. A. Taylor, esq're, Nassau, N. P., Bahamas, W. I., and is as follows, to wit:

BERMUDA HOSPITAL, 26*th June*, 1862.

MY DEAR MAMMA: I have just seen by the papers that there
143 are two steamers about to sail, during the week, from St. George's for Nassau, and I hasten to write you to inform you that I am nearly well again, and the Dr. holds out great hopes that in 3 weeks I will be liberated. I have been here but a month, and through the skilful treatment of the Drs. I am quite surprised at the quick cure they have made.

I have not heard from my craft, and really do not know where she is ploughing. I see also by the papers that the Greyhound has taken the place of Bulldog, but that may be only for a time; I am so anxious to get out of this to know what will be done with me; I will try and persuade the captain to order me a passage via New York, where I may meet the Styx or find out where she is.

With love to all and in haste, believe me ever, your aff. son,
(Signed) ROBERT.

P. S.—Tell the young uns to keep their peckers up.

One package marked "Bermuda," containing the following letters, to wit:

L. Heyliger, esq., Nassau:

ST. GEORGE'S, BERMUDA, 2*d July*, 1862.

MY DEAR SIR: Since your departure nothing local has turned
144 up.

The Adela leaves this to-morrow; the Angler and Scotia have not come up.

The str. Lodona, from Hull, bound to Beaufort with a Yankee license, arrived here, but since that license was granted the consul (Allen) here has received orders from Washington not to issue licenses to vessels with spirits, as by proclamation they are contraband of war. I have suggested that the ship proceed to Nassau and the supercargo will take his chance.

I received a letter dated 26th ult'o from Mr. Wilson, in Halifax; he says Mr. Cumarde wanted freight at $10 per ton, but that Mr. Campbell's brother-in-law is there, in his schooner Julia, and he has requested him to load on his own account, and come to me with quick despatch; he is likely to be here in about 10 days.

You must not put much confidence in the mails which go by these steamers, from time to time, as the post office is under the colonial gov't solely, and the postmaster has no instructions to give any mail from that authority; his present power to make up mail per ship is based under the old imperial post office acts, but should any ransacking take place by the Yankees, the imperial gov't will get out of it by say'g that "Colonial post offices are not under the control
145 of the postmaster general in the United Kingdom."

I have forwarded you the latest dates and our last issues, which I trust will reach you safe; also all the "Leopard's" letters and some for Mr. Dennis's party; if they are left send them on to Richmond.

Capt'n Hunter, of the Delta, tells us that the telegraph from Boston was so meagre after the battle before Richmond that it is the general opinion that the federal army has been defeated; private letters and the Halifax papers of the 26th ult'o say that the Monitor and other two guns are in the hands of the confederates up the James river; you will read more than I have time to write.

Nothing of the Bermuda or Westendorff—I hear the Yankees have taken her cargo out.

The Princess Royal Brytne is due from New York; if any news I will send it.

The Columbia is here in want of coals; she will have to take wood.

Yours, very truly,

(Sig'd) JNO. T. BOURNE.

The following card was enclosed in this letter:

Steam coal depot, St. Geo., Bermuda. John T. Bourne, general commission agent.

The owners, agents, and masters of steamships generally are hereby informed that the undersigned have established a coal depot at this port, for the supplying of steamers that may call here.

A good stock of double-screened hand-picked coals will be
146 always kept on hand, and furnished at moderate prices.
(Sig'd) JOHN T. BOURNE,
St. George's, Bermuda.

There was also enclosed in this letter a sealed envelope directed to Messrs. John Frazer & Co., Charleston, S. C., and containing three cards precisely like the one just written.

[Per mail.]

HALIFAX, 26 *June*, 1862.

John T. Bourne, esq., Bermuda:

DEAR SIR: Your valued favors of the 14 inst. were duly received and contents noted. I regret I am not able to ship the lot of coal ordered, as there was none to be had until last night, when a cargo of 130 tons arrived, and there was then no time to put it in casks, which Mr. Cunard required to be done before it could be taken on board the Delta. The freight would be $10 a ton, and the cost and other expenses, if shipped by steamer, $10 more, which would involve a larger outlay than I should be willing to incur, and therefore recommend in case other cargoes of coal are required, that commissariat bills or a bank credit on London accompany the order, which will greatly add to the facilities of shipment and considerable amount of expenses.

Mrs. Harvey joins me a kind remembrance to your family and son.

147 Dear sir, truly yours,
(Signed) G. C. HARVEY.

ST. GEORGE'S, BERMUDA, 2*d July*, 1862.

Ernest Zachrisson, esq., Nassau:

DEAR SIR: On the other side you have copy of Mr. Harvey's letter which I received last evening from Halifax.

My cargoes of coal are close at hand, and should the Stanley return I do not doubt but that I will be able to supply her wants. Up to this time the Angler has not come up.

I am, dear sir, yours very truly,
J'N T. BOURNE.

P. S.—I have forwarded copy of Mr. Harvey's letters to Messrs. Lornnetz & Co., via St. Thomas.

J. T. B.

This letter also contained one card precisely like the one already copied.

LIVERPOOL, 14*th June*, 1862.

DEAR WILLIAM: I got your letter from Cardiff, and was surprised to learn that you had had no newspapers from me whilst there,
148 as I sent you 2 or 3 lots. I only got from Manchester on Thursday, so that I have not seen Betsy since I saw you; she

has not been to see us, but Polly wrote to Charley, and Charley's reply stated that they were all quite well. Mag purposes going out to Broad Green next week along with Mrs. Jones. I have purchased a house near to us. I fancy it will suit us very well; it is not as large as the one we are at present in, but we think it will be more convenient; we shall have 6 bedrooms, 2 parlors, kitchens, washhouse, &c., with a garden of 600 yards. I enclose you a letter which I should feel obliged by your getting sent on to the address, it being in the southern States; you will have or may have some little difficulty in sending it; it is from Mrs. Thormley, the landlady of the Crown Hotel, Manchester, to her brother, and not having heard from him since the war broke out, she is very unhappy; so please do your best to get it sent on. We have had since you left nothing but wet, cold, stormy weather; last night at Aintree, it blew like "great guns," quite as bad as we have had it during the winter. I have no news for you; thank God for it, as I think you left all friends quite as well as you could wish, and anything fresh might only be from good to bad. I send you to-day's "Journal;" it will give you all the local news, with the latest from America. Mamma and all our little ones join with me in sending their love to their uncle; mind you drop me a line.

149 Your affectionate brother,

J. S. HAYREAVES.

Mr. H. B. Barbor, Eldorado valley, Mercer county, Virginia, U. S. America:

WITHINGTON GREEN, *June 24th*, '61.

MY VERY DEAR BROTHERS & SISTERS: I read your very welcome letter amongst friends yesterday, and assure you we were all glad to find you were all alive, and had so far survived the awful calamities of a civil war; may God still continue to protect you from all danger, and grant you all good health and long lifes, is all we pray for on your ac'ts. Since you left us I have not enjoyed very good health. I am out here for a while at grass to try what a quiet change may do for me; I feel myself stronger, but my liver is out of working order, so medical friends tell me. I fear I shall be compelled to change my style of life entirely, viz: to have more out-door exercise, and do all I can to allay my excited temperament. If not, your brother George will become a croaker, and no mistake. We were glad to find you had given the northerners a good drubbing on your first engagement, and hope you will succeed in the end to drive them all back out of your country. I do think that you have been as a country shamefully used and overtaxed, &c., &c. All is well that ends well. I sincerely sympathize with you, and so do many others in old England.

We all hope God will spare your lives in this awful contest
150 'twixt right and might as you stated; may the God of battle be on your side, and then you will win sure.

JULY 1st.

I have been having a stroll round amongst all old friends in this part of the country. Miss Mottram, and Mrs. Dr. Thomas, Mrs. Holehouse, and all, were well, and were glad to hear good news from you; tell Tom John Cheetham of tanyard farm died very suddenly on April 11th last; aged 50 years; inter'd at Didsbury. He was took with a fit. Isaac, Jane, John, Kate and I went to L'pool to see thro' the Great Eastern ship last month, (June,) and had a great treat. I never saw such a crowd of folks in L'pool in my life, also on the ship. Ask Fanny has she yet forgotten our trip to Birkenhead, and when in the park; how fine and lovely everything then appeared. I cannot forget it. I have been very busy of late building at John's a new rookery in garden near to the bee-house. It is a grand improvement, be assured. I have visited the Travis family; all inquired about you all, and wished to be kindly remembered to you. We drove over to fetch the 3 children home; they are all alive and kicking just now; Francis and Mary singing, &c., &c., like as usual. I must send you and Fanny all the kisses I can put in this letter; also to aunt and uncle Thos., and should like to come to see you some fine day. I was at St. Paul's church, Withington, on Sunday, the 23d of June,
and very earnestly offered up my prayers for you all to have
151 good health and protection through all the dangers of war
and tumult; may God bless you all. I was also there present to see the Miss Henderson married to Mr. Potter last Wednesday. I enjoyed it much. A grand sight it was. I strew'd the red cloth carpet over with flowers, (also a little sprig of rue in (time.) We had a bit of fun; 10 carriages, and at night a grand ball for all night. Now I must knock off. I shall send you papers as often as I can, but cannot tell if you get them to hand; please send word in your next; give us all good news about how the Col'n French and all are going on in your country with regard to their settlement of their lands, &c., &c.

All join with me in kind love to you all. I must not forget one of your old friends and well-wishers.

I now conclude with every good wish for all your future welfare, long life and good health, and may God protect you all. I remain, till death, yours ever truly,

(Sig'd) GEORGE THORMLEY.

Write soon as you can.

MY DEAR HERBERT: I have just received the sad intelligence of the death of your brother Alexander, who died very suddenly yesterday, the 2d of July inst., and was this day inter'd at Wakefield; up to this time no other particulars about his complaint; therefore we judge it has been a fit of apoplexy. Poor dear fellow, he has of late
suffered in mind and body. May God have mercy on his soul.
152 Amen.

From yours, ever,

(Sig'd) GEORGE.

JUNE 6TH, 1862.

DEAR MRS. GRIGSBY: We received your very welcome letter last month, and was glad to find you were then all alive; hope this may find you all the same, and in the enjoyment of better health, and more comfortably settled in your part of the world—the war all settled. We were glad to find that Fanny kept up her spirits so well under all her trials and troubles of the times, and that she and her blessed child were going on so well. May God protect you all. We often wondered how you were all getting along. You will see by this that these few lines have travelled a long way, and that you have had them nigh to hand before. We are all now in good health, and very anxious to hear from you all again. Send to us the first opportunity good news. All join me in kindest love to you all. Tell brothers Thomas and Herbert to write to us.

I am yours, ever truly,

(Sig'd) GEORGE THORMLEY.

ST. GEORGE'S, BERMUDA, 1*st July*, 1862.

Mr. Campbell, schooner Jane Campbell; in his absence,
153 master of sch'r Jane Campbell, Nassau:

DEAR SIR: I have this moment received a letter from Mr. Wilson dated Halifax, N. S., 26 June, stating that your brother-in-law, Mr. Robert Dunlop, will leave that port immediately in his schooner of 150 tons to my address with a cargo of coal, there now being two steamers waiting in our harbor for that article.

News.—A great battle has been fought before Richmond. The telegram from Boston to Halifax was so meagre it is supposed that the federal army has been defeated. Private letters and the Halifax papers say the Monitor and other two iron gunboats have been captured by the confederates in the James river.

McClellan's army is daily harassed, and was taken in rear by a division of cavalry who did considerable damage.

Lord Lyons has left for England (on leave? it is said.)

This letter is not signed.

J. T. Bourne, esqr., St. George's, Bermuda:

SIR: Please to forward the enclosed to W. G. Embleton, and
154 I shall feel greatly obliged.

I am, sir, yours, respectfully

(Sig'd) CATH'NE EMBLETON.

Mr. W. G. Embleton:

BRIXTON, *June* 14*th*, 1862.

DEAR SON: I duly rece'd both your letters from Bermuda, and we were all glad to hear that you were well, as thank God those few lines leaves us all at present, excepting your sister. She still suffers from the head-ache and tooth-ache, which I am afraid she will never get quite well off as long as she is obliged to go to that miserable needle work. I often wish I had it in my power to keep her at home

without going to such paltry work for scarce any pay, but I am sorry to say I see no prospect of anything better at present. I am sorry you are so long at getting to your destination. It must be very trying for you all. I am afraid it will be some time before things get comfortable settled between the north and the south; whenever it pleases God they do get settled again I hope it will be to the interest of all parties, and I hope and trust you will all do well and be comfortable. I have great pleasure of telling you that I got your commutation money from the government the other day, £9 6*s.* 8*d.* I will assure you I began to be afraid they would not pay it; so much reference to this party and to the other party I had nearly given
155 it up for a bad job, but thanks God I got it at last, and I sincerely return you every thanks for it, for I can assure you I have been put to hard straits since you left home, but of that I need not dwell upon, as you are perfectly aware how I am situated in all points of view, but I still live in hopes of seeing better days; please God, all be well and be able to look up again and defend myself a little more than I have been able to do; thank God I have had a little more work lately, but nothing I may say to help one up out of the miserable state one has been brought to.

I can assure you the money I have got from government is quite a godsend for me, for if I had not got it I do not know what I should have done. You may depend I shall make good use of it, for it has relieved me of a heavy burthen—I may say too much for me to bear, and I hope and trust you will meet with suitable reward for it. I am sorry to say your brother Edwin has been hard put to it lately, not having anything to do for some time, poor fellow. But, thank God, he has got some work at present, and I hope and trust things will be better for him in course of time, as well as all of us; they are both pretty well, likewise the boy; they are coming down to dinner with us on Sunday, 15th June. I will make them as comfortable as I can. Your brother Tho's and Joe are both working at Bonner's, but I am sorry to say they give Joe but very trifling wages. So it is
156 not much he can give me. It is such as that that keeps me down in the world. But I must bear with it as I have hitherto done. Your brother John is still at Sharpes', but how they get on I cannot inform you. Your brother Rich'd is going on very well, and I believe he promises well to be a first-rate workman when he is out of his time. Please God, all goes on well. I had a letter from your brother Henry in Yorks. He and his family are all well. I shall send him your address, or, at least, where he may write to. I expect him up this summer to see the exhibition. We have none of us been there yet, but your sister Mary and some friends are going next week, as there is four shilling-days now in the week, and I shall treat your sister Alice and brother Rich'd before long, and go myself with them. I am sorry to say we have very wet and cold weather here at present: it is quite a wet day here to-day; the weather is cold and unseasonable, and I dare say you are almost melted with heat; we have it swelting hot when the sun does come out; it is enough to burn you. I wrote to you some time ago through Mr. Gardner, but I do

not know whether you will ever receive the letter or not. I read in the papers about the Bermuda being captured. I was afraid you were one on board of her until I got your second letter. I hope and trust you will all of you arrive safe at your destination, and meet with a suitable reception and pleasing to you all, and may God grant
157 you may all do well and have your healths, and the speculation you have embarked upon turn out for all your mutual benefits, and that you may be comfortable and happy and equally prosperous, and I assure you that may you ever have it in your power to render your father any assistance in his old age, I will take care it is not abused, neither spent upon any one but those that are the most worthy of it. I hope you will, after you get settled, be able to give us a full acc't of the southern possessions. I see by to-day's paper that France and England are going to open negotiations in London for the drawing up of mediatory proposals to be made simultaneously by England and France to America, and I hope and trust with beneficial results to all parties concerned if they succeed. I am sure every one will feel or ou't to do that they have done a great and good work, if they can succeed in putting an end to the terrible conflict betwixt the two powers. I keep a lookout in the papers for the vessel's name you mentioned that you thought you would leave Bermuda in for your destination, but I have not seen any intelligence of her yet, but I hope and trust you will all arrive safe and well at your journey's end. I think I have no news of importance to tell you at present, as everything is nearly the same as when you left home. Thos. Goodsell and your old acquaintance always inquire after you.

I conclude with all your brothers and sisters' love to you, not
158 forgetting my own, and shall always be glad to hear from you and of your welfare at every opportunity, and of your prosperity and happiness. Good-bye, and may God bless and protect you and give you health and strength to face all your undertakings, and that they may all prove of service to you both now and hereafter is ever the prayer of, dear son,

Your affectionate father,

(Sig'd) CATH'RT EMBLETON.

Kind respects to Mr. Dunn.

Mr. Carretero, steward of ship Ella, Captain Carter, Bermuda:

LYNEDOCK ST., 23 *May.*

DEARLY BELOVED HUSBAND: I received your two letters, and was very glad to hear you were well; I hope you are the same now. I was very anxious before I had a letter. I went to Mrs. Carter's to see if she had heard, but she had not; but the morning after I heard she sent a note to me, telling me that you had arrived and that all was well. I thought it was very kind. I am much better than when last I wrote. The children are quite well. Mary and Ann are at home. I was at Aunt Willicott's yesterday; she was very glad to see me, and told me I was to come again soon; she desired to

159 be remembered to you. Joe and Mary are well. Mrs. Hughes is in great trouble; her husband is very ill; there has been two doctors there to-day; they say that he cannot get better and will not last long; her little boy cannot walk yet; he is very well; he is sitting on our floor playing with our children; he is a good little fellow. I hope to hear from you soon. I hope you will be able to tell me you will be home soon. Ann has gone to Southport for two or three weeks; she has been very ill, so I hope her out will do her good. John and all join me in love; the children send their love and a kiss. Write soon, there's a love.

Believe me, dear John, your affectionate wife,
(Sig'd) E. CARRETERO.

B. I hope you will be home soon; write soon, for I am very anxious to hear what you are going to do.
(Sig'd) LIZZIE.

Mr. John Williams, seaman on board the ship Ella, Capt. Carter, Bermuda, West Indies:

SWANSEA, *June 8th*, '62.

DEAR BROTHER: I have taken the pleasure of writing these few lines, in hopes that they may will find you in good health, as it leaves me at present, and the rest of our family is all well likewise. Dear brother, we rece'd your letter from Bermuda, and glad to hear that you was well. I sent to L'pool, but I could not get any an-
160 swer about you. I expect you will be there for some time, if you have to wait until the war is over. I do not see any likelihood for to be over yet. Dear brother, I hope that you will make yourself comfortable while you are there, and I hope you will get safe home some time; if you can get plenty to eat you need not fear. Richard Williams is gone round the Horn again. Dear brother, I expect that Margaret will be getting married now soon; her bans is out last Sunday. Uncle Henry is well, and his wife; they have not heard from the boys this long time from Australia. Times is very bad here at present on the shipping now, owing to the war in America; here there are some thousands out of through it in all the manufacturing towns; so I hope it will be over before long, or it will ruin our country as well as their own. Dear brother, I am keeping on the shops as yet, but trade is very bad here at present, so I have no more particulars at present; but all of our family send their kind love to you, and hoping you will have a safe passage home,

I remain your affectionate brother,
(Sig'd) D. WILLIAMS.

Mr. T. Ainsworth, in care of Capt. Resback, ship Leopard, St. George's, Bermuda:

2 MARINE ST., HACKNEY PA.,
London, N. E., May 24th, 1862.

161 DEAR TOM: Mrs. A. requests me to post this for her, and I, at her desire, indorse it. She called at the office, and with the other

ladies got the needful. The photographs came to hand, and are much admired, and by common consent your portrait has been done justice to. I am glad that things are going so comfortably. I hope the end will be like the beginning.

Yours, truly,

(Sig'd) JOHN G. DOW.

MY DEAR HUSBAND: Your letters and portraits came safe to hand. I am very much gratified with your kind attention. I am glad you're well and happy, and I hope you will continue to like your new situation. I am well and comfortable where you left me, and mean to remain. We are all very united. They all wish to be remembered to you. Excuse this scroll, as I hasten to answer yours by return of post. Wishing you a safe journey, I remain your ever affectionate wife,

(Sig'd) HANNAH AINSWORTH.

Mr. Edward Dactey, care of Capt. Resback, steamer Leopard, of Glasgow, St. George's, Bermuda:

JUNE 17, '62, 78 PRINCES' ROAD,
BERMONDSEY, LONDON.

MY DEAR EDWARD: What a consolation is pen, ink, and pa-
162 per in some instances. I should feel deprived of a privilege almost necessary to my existence if I were deprived of it as means of communication. Now I was very glad to find by your last letter you were well and happy. I am not so well myself, but hope to be better soon, when I know that you are safe, as it makes me very unhappy when I think of you; but we must live in hopes and trust to One above, and we shall see happy days, please God your life is spared, which I hope it may for my sake and yours too. I miss you more than ever. I feel so much alone as I never felt before; it is because I love you as I have never loved before. My dear Edward, what pleasure should I feel in your company this evening; I am quite alone, for mother is going to Guernsey. You know we should be very happy together; but oh, the time will soon pass for you to come home, and then we will make up for it. My dear, I wrote to you in Ireland, but I think you must have sailed before it arrived there. Now, love, don't spend your time. I think I shall have quite a sailor for a husband after your long sea-voyage. I think you will look quite brown by the time you come home; I am sure I shall have to powder you with some of my powder that you gave me so very long ago. I shall have my money from you one of these days, young man; I hope you have not forgot, have you? I do not mean that you shall, my dear. I have been to your mother's
163 once since you have been gone. I have received your letters, and also your portrait, and was very much obliged for it. I think it very like you. I will send you mine as soon as I know where you are. I think I must now close my letter by hoping you will be as saving as you can. You know, my dear, why I wish this. It will be for your happiness as well as mine, so if you love me you will not

fail to do what you can, as my happiness rests with you. I must now say good-bye for a short time. Write to me as soon as you can, and believe me to remain yours, ever truly,

(Sig'd) M. FARRIER.

Have you been behind the front door to have a little courting since you have been away? I know you like to.

Mr. Emanuel Dactey, passenger p'r steamer Leopard, Capt'n Resback, St. George's, Bermuda, Atkins's Wharf:

24 MAY, 1862.

DEAR FRIEND: I have seen the group of yourself and your fellow-workmen which you sent from Cardiff, which is first rate.

I sincerely hope you have had a pleasant voyage; no doubt you have been very sick for a time, but it soon goes off.

This note is very short, but upon receiving one from you from Bermuda I will send you one as long as your arm. God bless
164 you; may you prosper.

Yours, &c.,

(Sig'd) OLD BRICK DUST.

Mr. Duncan Campbell, engineer, S. S. Leopard, care of Capt. Raisbeck, Bermuda or Nassau:

JUNE 1ST, 1862.

DEAR FATHER: I write you these few lines to let you know that we are all well, hoping this will leave you all well at present. Mother was very sorry at you not getting the last letter; she says that it was not her fault, for it was posted along with Mr. Jammieson's. Mrs. Jammieson and Mrs. Lang and mother went up to Glasgow on Friday, and received the money all right. When she got the money out of the shop they would not give anything for travelling expenses, nor they would not give the shilling a day, nor your passage-money. Storry said that there was none given to them that joined a boat. Mother was up in William Weare's on Saturday night, and he told her to tell you that there would be a great change in the shop by the time that you come back. He says that Master Watson is going in Tuloop's place, and Gellice's is going in Watson's place, and he does not know who is going in Gellice's place, but he thinks that it will be a stranger. Bill Weare was telling my mother the block-
165 ade is stopped, for he says that he believes that it is all done away with. Your old friend James Denny has left the company, and he has turned out to be a ship-broker. My mother has little more at present, and when the Leopard left some had her at the tail of the bank, and some one said they spoke to some of you on Saturday, which made mother very uneasy, and you were all going under pay for to run the blockade, and that you could not get out of Greenock for the want of a boiler-maker, for there were no boiler-maker that would go with you. My mother heard since that Dan Minro is going in this boat that is on the stocks for five years, and she believes it is going to run some place in China, and his wife is

not home from Greenock yet, and she has got a young son. James was saying the work was pretty strong in the engineer shop, for there is a new sole of a engine up to the shop. Mother has no more to say at present, but she hopes that when you write again that you will write more pleasanter than you done before; surely you have very little dependence to put in her after being so long acquainted. She has no more to say, but she hopes that you are keeping all right and well. No more to say at present, but remain your loving wife,

(Sig'd) MARGARET CAMPBELL.

166 One package directed to Capt. Raisbeck, st'r Leopard, Nassau, containing five letters, as follows, to wit:

Mr. Thomas Greer, care of Capt'n Raisbeck, S. S. Leopard, Bermuda, or Nassau:

35 FINDLAY STREET, *June* 12, 1862.

MY DEAR TOM: I got all your letters safe, and was glad to see that you was in good health. You promised to keep sober and clear of all quarrels till you came home. I hope God will give you health and bring you safe home again. I did not flit for eight days after you left. This is a nice, clean, cheerie place. I have not heard from Helensburgh since you left; they don't know that you are away yet. I wrote to Charlotte about your watch. She did not answer my letter, so I can't tell you whether she got the watch or not. I did not send the money, because I did not think I could spare it. I have done no sewing worth speaking about. I hope they will get busy soon. Trade is as dull as ever here yet. I met Philip Trivice the other day in Argyle street. He told me he had not worked any since you went away. He says that your people are all well, but your father is not working. My dear Tom, I hope you will get this letter; I had to keep it eight days longer than the time you said to
167 answer the mail. I expect a letter from you by the time you get this one. Now I must bid you good-bye, hoping this will find you in as good health as it leaves me, and may God bless and protect you and send you safe home to your own loving wife.

Sig'd) JANE GREER.

LONDON, *May* 27, 18—.

MY DEAR HUSBAND: I received your letter to-day, Tuesday, and am very happy that you stand the sea so well; I hope you will remain so till you land. My dear husband, if I had known that you remained so long in one place, I would of answered every one of your letters. I wrote to your mother the Wednesday (God bless you and take care of you) after you went away, but I have not received any answer yet. I received my money on Saturday all right. My dear husband, in the hurry you forgot your boots, but I will keep them safe till you come home to me again. It seems to me as if you had been away a month already. Elizabeth is quite concerned that you did not bid her good-bye, and every night Tom wants to know when his father is

coming home. Dear Adam, there has been no one called to see me since you went away but Peter Fulton and David Clark; they called on me on Sunday night, but Mrs. Fulton I have never seen.
168 My dear Adam, I shall have very few visitors now you're gone. I have got all your likeness framed and hung over the mantle-shelf, and Peter Fulton has taken away your likeness and kept it. My dear Adam, write as often as you can; I am so anxious to hear from you; when I get a letter from you it quite cheers me up. My dear Adam, I must conclude as I have little more to say till I hear from you. Mother and the children are all in good health, thank God. I hope this will find you the same when you arrive at your destination. Elizabeth and Tommy and Mary send three kisses each to you, and I have sent three for little Adam, and my dear husband, I send six for myself. My mother joins me in kind love to you, likewise William and his wife, and Peter Fulton. No more at present. I remain your affectionate wife. God bless you and take care of you.

(Sig'd) ELESTTE PATTERSON.

Mr. Adam Patterson, care of Capt. Brednum of the st'r Leopard of Glasgow, Bermuda.

Mr. James Inglis, fireman for paddle st'r Leopard, calling at the island of Bermuda, 38 Camden st., Hutchisontown:

GLASGOW, SCOTLAND, 29 *May*, '62.

DEAR BROTHER: I write you a few lines to let you know that mother
169 left her house this week and sent Neil up to Douglas. She is going up next week to stop for some time. William started with Robert Turnbal in McLellan's on Thursday and he is going to stop with me till my mother comes back.

Our aunt at Corra wrote a letter to Mary for to pay the rent of the house; Mary wrote back that she would not do it, so there has been some letters going back and forret betwixt them about it, but Mary is not going to pay it, and I think she would be a fool to do it, so mother has taken some of things out the house and left the rest for them to do what they like with them. I hope you are liking your job and are well rationed and has an agreeable lot to work with, and I hope you will take care of yourself and keep away from drink, for in a warm country if you take drink it will nock you up in know time. This leaves us all well at present hoping it will find you in the same. Your nephew is to be christened James to-morrow; he is growing fast, and his mother is quite well again. My mother says you are to send your letters to me; write as soon as you get this; no more, but remain

Your affectionate brother,

(Sig'd) JOHN INGLIS,

38 Camden street, Hutchisontown, Glasgow, Scotland.

Mr. Payne, passenger on board the st'r Leopard of Glasgow, in care of Capt. Raisbeck, St. George's, Bermuda, America:

170 98 Eston Square, Pimlico, *Thursday, May* 27, 1862.

Dear Robert: Your letters were delightful surprises to me; I did not expect the first one; you may judge my surprise when the others followed; it gave me great pleasure to hear you were so comfortable on board the ship. Dear Bob, I can look at things very differently, now the parting is over and you are really gone; I think it too a most excellent chance for you to begin life once more. You are away from most of your companions, and a good shop of work to go to when you arrive at the end of your journey, which I sincerely hope you will quite safe, and in good health. It must have been very trying for to take leave of so many; I am sure you must have been glad when it was over.

I went home on the Monday as I told you I should; I found mother in a dreadful state of mind—she dreaded to see me. Julia and mother cried so at first that I could not get a word out of either of them, so I thought I could not do better than keep them company, so you may imagine a pretty scene; but they say after a storm there comes a calm; so it was with us; we managed to smile through our tears at last. When father came home to dinner, I learnt from him that he had seen you; I was sorry to see that he was determined not to see
171 your departure in a very favorable light at first, but before he went away he said he no doubt that it was a very good thing for you; he then began asking ever so many questions about what you had taken with you in the eating line; such as a ham, preserved meat, and I told him I supposed they found you in all you wanted, but he was in a very good temper, and you know, dear Bob, what that means. Mother seemed quite low spirited, so I persuaded her to accompany me over to see your mother. I arrived there as your father returned from seeing you off; poor old gentleman, he seemed at first quite cut up; he then told all about your shopmates being at the station to see you all off. I was so glad to hear that you all went off in such good spirits; he said it quite cheered him up to see so many present to witness your departure; he made me almost wish that I had been there, but it is quite as well I was not; I know how silly I am at the last moment. Your uncle George was there; he seemed like us all, sorry, but pleased to think you had been so lucky as to be sent out. But there's one thing I must tell you before I forget it, that I think you were very unkind in not giving me that likeness of you with the cigar; I was so taken with it that I would even have given the brooch likeness and all for that; I begged very hard for it, but Emma was proof against all I could say; she will not part
172 from it. That is a very good one in Mrs. Payne's brooch, but it is not like my favorite. I have just received a letter from mother; she wishes me to give her love to you, and to tell you she was sorry she did not have time to give you a parting present; she should like to have given you something, if it had only been some Chili vinegar and some anchovies; but I am thinking you are better

without the last-named articles, for I do not suppose you are troubled with too much of Barclay & Perkins. I certainly should liked to have given you something, but I am in hopes that you will think of me without having something to remind you of me. There are a few of Job's comforters in the world; I have been told by a great many not to think anything more of you, for it was not likely you would think any more of me; you would go out there and form fresh ties and not come back again, but in spite of all they can say I shall think the same of you as I have always done till you tell me you wish me not to; in fact I think more of you than ever now you are busy. I have no Sunday walks to look forward to now; I shall not make such a fuss about my turn going out now; I certainly shall think of you when I see the ducks flying in the parks. I had a letter from Forrest Hill last week. William dropped another cask upon the same foot; he has been confined to the house for some weeks. Sa-
173 rah has gone home to for ten days. Eliza wished to be remembered to you.

Mrs. Payne was kind enough to write me a very kind letter on Saturday and sent it with the group of likenesses; I think it is very well taken; you all look as if you were thinking of those you were leaving behind. Ann is quite taken with that young man in the corner on one knee, and Mary with the one next to you; they both bother me to ask you if they are married; whether they are or not I cannot see that it can make much difference to them. Dear Bob, I don't know if you are tired of reading; I am almost tired of writing, but if this should happen to reach your hand before the end of your journey perhaps it will be acceptable. Emma is coming to take tea with me on Sunday, if fine. Before I conclude I must tell you that I admire your dear Gipsey almost as much as you do yourself; I did know Isben; she was such a beautiful creature; she was hardly friends with me. Now I think you will confess this is the longest letter I have ever wrote; the first, but I hope not the last by many. I shall anxiously look forward to this long letter of yours; how thankful I shall be to know you have arrived, safe and well; I shall not feel comfortable till I know you are there, although it is such fine weather. You did not tell me whether you have been sea-sick; I suppose you have not. Hop-
174 ing at the present time you're enjoying good health and are in good spirits is the sincere sincere wish of your ever affectionate,

(Sig'd) MARTHA W.

Mr. Adam Patterson, care of Capt'n Biednum of the st'r Leopard, of Glasgow, Bermuda; if not, to be forwarded Nassau, New Brunswick:

CARDIFF CHANNEL, *Sunday, May* 25, '62.

DEAR WIFE, CHILDREN, AND ALL: We left this morning at 5 o'clock for Queenstown, in Ireland; we will be there to-morrow; I post this note from there. If I had known we was to be so long in Cardiff before sailing, I could have had a letter from you, but we did not know,

one day from another. We have had a rough passage to Queenstown; all very bad but 3 of us; I, myself, was neither up nor down, which I hope I will continue so. We shall only be in Queenstown 2 or 3 hours and then we are right off. Do not forget to send that letter to Bermuda; the address the same as was on the envelope; only, if not at Bermuda, to be forwarded to Nassau, New Brunswick. I cannot write any better as the ship is heaving just now; I am very well, thank God; hoping you and the children, mother, brother, and his
175 wife the same. I forgot to send my respects to David Clark, Mrs. Fulton and Cattey, Mr. and Mrs. McIntyre; that is all I can mind, so good-bye, and God bless you.

Your loving husband till death,

(Sig'd.) ADAM PATERSON.

Mr. Enoch Joseph Benjamin, steward of the st'r Leopard, of Glasgow, bound for Nassau, New Providence, and Bermuda. In care of Capt'n Raisbeck:

ROSSE'S POINT, 1*st June*, 1862.

MY DEAR HUSBAND: I take up my pen to write you these few lines, hoping to find you in good health, as this leaves me but very poorly at present; Mary Louis took the whooping cough and was very bad with it, but, thank God, she is getting better; I am wearied out with her, for she will not go to any person from me; when she is in good humor she will clap her hands and call her papa; she is getting very stout. My dear husband, I was greatly disappointed when I had no money from you, but I wish I had to go to Cardiff with you; I would have money in my pocket now, for you would not play tricks on me as you have done; but I hope, dear Joe, that you will not forget me and the fair promises you have made to me; if it was not for Mrs. Wallis I would not know what to do; but I am uneasy about what I am due her so long. Dear Joe, I am ashamed to be seen out working and all the rest of the sailors' wives in their houses, but, please
176 God, I hope it will not be always freezing; there will come a thaw some time, and, I hope, before long, to cheer me up, for I know you will not forget me and your dear child. So I have no more news to send you at present; my mother, Kate, and Bridget joins me and your daughter in sending their kindest love to you. I remain your true and affectionate wife, till death,

(Sig'd) ELLEN BENJAMIN.

20 kisses for papa.

One package containing 3 letters; the package directed to "Master st. Leopard, Nassau," and the letters as follows, to wit:

Mr. Trebor Smith, st'r Leopold, Bermuda; if left, to be forwarded to Nassau:

28 WIMPALE ST., *May* 29, '62.

DEAR BROTHER ROBERT: My aunt wishes me to say that she is very glad you have been so successful as to get a ship, and hopes you will

succeed in your undertaking, for she is very poorly, and troubled with so many difficulties, which you know; for there is a great expense attending to me and the boy so as to enable us to get off. I leave here to-morrow by 8 o'clock a. m., Friday, and go to sea on Saturday for New York, where I hope to be successful in obtaining a
177 respectable livelihood, which I have no doubt in my own mind I shall do, and do the best I can do for the boy. I intend to write to mother this afternoon to acquaint her of my departure and the boy's, and I shall also tell her the many trades the honorable has been so kind as to offer him which he refuses. My aunt and the honorable are much distressed with the tickets you sent, and hope you will reform and become a steady man, for by so doing you would be enabled to settle in some little business.

I hope, most heartily, you will be successful, for I intend myself to use every energy I possess to gain sufficient money that I can settle down in something or other.

With aunt's best wishes for your future welfare, I remain

Your affectionate brother,

(Sig'd) W. G. SMITH.

A letter addressed to William George Smith, gen'l post office, New York, North America, will always find me.

Mr. John Mulroy, passenger on board the st'r Leopard of Glasgow; in care of Capt. Raisbeck, St. George's, Bermuda:

LONDON, 26*th May*, 1862.

MY EVER DEAR HUSBAND: I hope those few lines will find you in the enjoyment of a perfect state of health, as this leaves me and my children at present, thanks be to almighty God for his good-
178 ness to us all. I have received all your letters, together with the likenesses; your letter from Bristol, on Saturday morning which gives me the greatest pleasure to hear that you are in good health and well treated; I am happy to hear you give your master a good gentlemanly character, which I hope you will merit the same from him. I have been to the shop on Saturday morning; I met Mr. Streaker, he was in the office; he received me very kindly, and spoke to me as kind as he would to his own daughter; but there is one thing that he spoke of in rather angry feeling, about the ten pounds that the men drew from this gentleman in Cardiff; he said he thought it was intruding too much on nature. I can assue you that it gave me a great deal of trouble, in case you should have anything to do in the matter, as he said it was too soon for you to lavish your wages before you left the English shore, so you must be aware there is not a turn you give but what will be known at the shop. Little Tommy don't forget you, he says you gone to work to earn money; he knowed you amongst the likenesses; he put his finger on it and said this is my dada; he has done that, I can assure you, before your father and all that was in the room at the time, and were all surprised at it; the first thing he looks for in the morning is his father, to kiss it. Dear husband,
179 I am extremely obliged to you for the present you had the

kindness to send me—that is, the lock of your hair. I am sorry to inform you that the bird has destroyed her eggs; Mr. Noswordy has called on Sunday morning, and he said it was in consequence of the moving is the cause of it; he wishes to be kindly remembered to you. I wish to know whether I am to pay the club myself or give the money to Mr. Noswordy; I have given the address Patt Dempsey. Your uncle Con I have not seen; I will send the letter to Thomas this evening. Let me know whether you have been sea-sick, or how did you get over it. Father and mother was glad to hear from you; they are well in health; all friends are well. James, my brother, wishes to be kindly remembered to you; all friends join in sending their kind love and best respects to you. No more at present from your ever affectionate wife until death; God bless you.

(Sig'd) CATHARINE MULROY.

DEAR JOHN: I wish to inform you that my leg is getting much better; may God bless you.

(Sig'd) JOHN MULROY.

Mr. Robert Jameson, engineer S. S. Leopard, care of Capt'n Raisbeck, Bermuda or Nassau:

DUNBARTON, *July*, 1862.

MY DEAR HUSBAND: According to your request I write you. I received your letter unexpected; we thought you would have left Cardiff sooner. We went to Glasgow and received our money; I have put 10 pounds in the bank; I think this, too, with what I am earning, will serve me for a while; Robert, if we are spared to meet again, we will see who has spent least of your earnings. Robert, wes feels very lonely without you, far more so than ever; I thought I am always fearing the worst; I must just submit to the will of Providence, whether we ever meet again or not. I hope you are well and agreeing with the sea; little Jenny is not wearing quite so much as she did; I told her you would be home some day; she often speaks when is some day, for am wearing for my father coming home; for little Andrea, he is a stearing we raskle; they are both well, and myself also. I have William Dengule, Jack's brother, lodging with me since Peter left; I have not got a neabour for glvanack yet. Mrs. Ramsey has got a soon last week. David and Bodger's Jenny was cried last Sabbath; they are to be married next week. Mr. and Mrs. Davidson sends their best respects to you, also Mr. and Mrs. Mangie; they are both very kind in visiting me. I have not seen any of your folks since you left; none of them has come in. I paid the seats; I asked Mathew Cumel, and he told me where to go. I don't mind of any other thing at present; you will write as soon as you can, as I will be wearing very sore to hear from you. No more, but remain your affectionate wife,

(Sig'd) MRS. JAMESON.

One package directed to Mr. Wm. Sartiss, engineer st'r Herald, Nassau, containing four letters, as follows, to wit:

Mr. Surtees, chief engineer S. S. Herald, care I. T. Bourne, St. George's, Bermuda:

LIVERPOOL,

D'R WILLIAM: I received your welcome letter; I heard that you had left the Bermuda, but I did not believe them till I got your letter; I tho't you were in prison with the rest of them that belonged to the Bermuda, and I was so glad when I received your letter, and you were not in prison, for I was in great trouble about you till I got your letter, and I am so glad that you have got above Mr. Gram; but I will never look at him when he comes to Liverpool again; I knew that something was wrong, for I was always dreaming about you. I hope that the northerners will not take you, for I am sure you will be taken. I hope and please God that you will be safe in running the blockade. I thought that you would have been here by this time to go to the park, for the weather is so fine and pleasant. Dear William, I wrote 3 letters, and you never told me if you got them or not. I hope that you will not stop long away, for I would like to see you; well you must write often. I hope you will not get a
182 black woman, for you can tell them that you have a girl in England. You must tell me how long you will be in coming to Liverpool, for I do think the time long for you to come home. I have been to the office for to see if you will get this letter, and that I am sure if I ever see Grame I will insult him; and I have Mrs. Read every day, and she says that Mr. Grame nor Mrs. Grame shall stop in their house, for he has insulted Mr. Read, and they do not like him, but I will get him a good beating, for he does deserve it. Mr. Hopper is at home at present; he wishes that he could come and run the blockade with you; he would not be afraid. D're William, Mrs. Hopper has been to the north; I think you have got a black lass for you are so shy of writing; but I will come and see what you are doing at Bermuda, for if you do not come soon, I will surely be coming to see you. D're William, I would like for you to come than you run the blockade, and you can go back again after I see you; all the children sends a kiss for you. Mr. Hopper and Mrs. Hopper joins in love to you, and I hoping to find you all well as it leaves us all at present, thank God for it, I remain your affectionate,

(Sig'd) MINEY TODD.

Good night and God bless you; and I hope that you will come to no harm in that little boat, for I hear that she is small; then I hope the sea is not high there, so I must close my letter with one
183 kiss for you. D're William, you must excuse my bad writing, for you know I am not a good writer, but I remain your true

(Sig'd) MINNEY, forever.

Mr. Wm. Surtees, engineer S. S. Harold, St. George's, Bermuda:

So. SHIELDS, *June* 10*th*, 1862.

DEAR SON: We received yours this morning, and was so glad to hear from you, and it gave us no little pleasure to read it; we were all so glad to hear from you; and, dear son, we hope you will escape the grasp of the northerners, and return safe to England again, which nothing on earth will give us so much pleasure; and we have heard of the capture of the Bermuda, and Richardson and Crenny being in her, but we expected they were both in with you; their parents is often inquiring after them. There is another capture of the Circassian in Key West. We are all well, and our house is nearly finished; it will cost £224, and we have our money nearly, except a few pounds, which we have made free to borrow from yours, and that we will soon be able to pay back again, as we will have to pay no rent, and it will be our own, but John and Ann will have theirs to borrow, which they will pay into a building society, until they get it made up; the mother was at Portland at the uncle Jacob
184 Watson's funeral a fortnight since, and the rest of the family is all well; John is very big of being a fitter, but they give only 1*s.* p'r week the first year. Jacob has gone to be a blacksmith at Marshal's; also Joe Erwin has left the sea; he cannot keep from the drunk we hear, and he has lost his place. Hardican has gone to sea; they are all well at New Castle; we expected Robert down on Whit Monday or Tuesday, but he has not come. Miss Ross, the young woman who gathers in Semor's rent, has brought us a daily paper to-day and left it with us to see the capture and the cargo of the Bermuda and the Circassian. There has been great gathering at and Tynemouth, and a great brass band contest at Morpeth on Whit Monday. Marshall has got the boat done, and had her three trial trips and pleases well; that has to go out afooran; so no more, but we all join in sending our kind love to you, and hope to hear of you out of danger.

Your ever affectionate father and mother,

(Sig'd) WM. SUSAN SURTEES.

Mr. Francis Power, fireman S. S. Herald, Bermuda, West Indies, or elsewhere:

LIVERPOOL, *May*, 1862.

MY DEAREST HUSBAND: I received your long wished-for and welcome letter on the 27th instant. My dear Frank, I am glad to hear of you being in good health, as this leaves me and the children,
185 thank God. My dearest husband, I have to inform you that I have left the house in Penrhyn street; the parties I had in the room left, and I had the house 5 weeks, and no one in, so that the rent was too much for me, and very little doing; I was obliged to give it up; I took a cellar in Paget street, off Boundry street, 3*s.* 3*d.* p'r week, and I have never been well since I come into it, so that I must shift again, but I will stop until you answer this letter.

My dear husband, I also have to let you know that they stopped our half-pay. They told me that the capt'n wrote to them and told them to not pay to any nats—that there was some of the men leaving the ship; that was on the 15th of May. I found out where one of the men's wives lives, the name of Williams. She lives in Great Howard street. He is a fireman. I suppose you know him. I asked her if she got her money; she said not; so she come with me to the old house, and asked to see Mr. Murphy. I told him all about it, and he said we should go to the office again and demand our money, and if they would not give it, that I should get a summons for 4*s*., and bring them before the magistrate. I went back to the office; that was on the 19th May; I asked them was my husband duly earning his wages or not. He said he could not answer it. I told them that I should bring them where he should answer it. Mrs. Williams was with me.

He called us back, and said that he would go to the change to
186 ask Mr. Carmard; so when he come back he paid us; so my dear Frank, you see how soon they stopped the money if they had any chance. My dearest husband, there is no use to talk to you about coming home, as it is all settled before this what you are going to do. May God grant it for the best. I would wish you to come home, as it is such a bad place for sickness. May the great God spare you to come safe home. My dear Frank, I have to let you know that I did not get that letter that you sent by that man, but I heard of some of the women getting letters, and I went to the gen'l post office, but there was none for me. He never posted it, or I should have got it, my love. About the children going to school, Thomas is going to St. Antony's every day. They were both going to Eldron street, but I placed Thomas in St. Antony's, and Bella has not gone since I come here. As soon as I get settled I will send her again. My dear Frank, I wrote two letters to you. I think by your letter that you have got but one. I directed one to the ship and the other to the care of the post of Bermuda, to be kept till called for. If you go ashore, you might call about it, but it makes no matter; there was nothing very particular in it. Tom Cane is at home working in some ship. Mr. Williamson is going to run the blockade. Mrs. Cane won't let Tom go with him. My dearest husband, I hope you will write as often as
187 you can. I think time very long since you went away. I am very unsettled, but I will stop here until you write again, and the children joins me in sending a thousand kisses. I remain your fond wife,

(Sig'd) ANNE POWER.

Direct to No. 55 Pages street, Boundry st., Liverpool.

DEAR FRANK: I will send you any things you need if you should stop, but, my dear Frank, I think it would be better for you to come home, for I would not for all the money the company is worth that you should endure the heat and sickness of that place. But you seem to not care for yourself, so that I am comfortable. But, my dearest husband, I will never be happy as long as you are away from me. May the merciful God spare you to come safe home.

(Sig'd) ANNE POWER.

For Henry Williams, fireman on board the st'r Herald, St. George's, Bermuda, West Indies:

LIVERPOOL, *May 29th*, 1862.

MY DEAR HUSBAND: I write these few lines, hoping to find you in good health, as this leaves me and the children at present, thank God for it. My dear husband, I received your 2 kind and welcome letters, and should have answered the first, only they told us at the office that they expected you home in the course of a fortnight. My dear Henry, I hope you will not be angry with me for not writing, for that was the reason, and the other woman; I am acquainted with 2 of
188 the firemen's wives, Mrs. Potter and Mrs. Rempton, and that was the reason that they did not do so, and the engineers, for we went to them and they said that you would be home. My dear, you say that you drew your wages when you made the fresh agreement, and if you did, if it was only 2 pounds, I should have thought you would have sent it home, for it would have been very acceptable, for you know how we were circumstanced, and besides, both me and the children have been ill since you are gone, and I had to pay the doctor and pay for medicines out of the trifle, and that caused me to go in debt. My dear, you must not be vexed because I tell you, because I think it is right you should know. I have to inform you that Wier is not expected to live. The doctors have given him up. He might be dead by night. They don't often write to me. My dear husband, I have seen none of my friends at my house since you are gone. I have plenty to tell you when you come home. Oh how I do want to see you. May the Lord spare your life for mine and the children's sake. I understand by Mrs. Potter's letter that the yellow fever is very prevalent where you are. Oh may the great Father of mercies keep it from your ship. I am not against your going with the ship, if you think there is no danger; but oh, my dear husband, if there is any danger, don't undertake it, but come home. I
189 am like yourself; I would do what was for the best, and wish you to do the same way to direct you. The baby is as cross as ever, and if he was not so cross I should try to get something to do to better our circumstances, but my hands is tied as much as ever. Answer this as soon as you get it, for I am longing to hear again; my dear husband, I must now conclude with mine and the children's love, and remain your affectionate wife,

(Sig'd) JANE WILLIAMS.

For Rempton, if in the ship:

LIVERPOOL, *May* 29, 1862.

MY DEAR HUSBAND: If you are still in the ship, this is to let you know that we are all well. I should have sent a letter, only you seem to say that you were coming home right or not, and I only sent you this, if you should be in the ship; in William's letter for you. If you have not left, you should think me forgetful. Your sister and her husband are well, and have got a fine son. Please to write if

you are going to stop by the ship, or if coming home, that I may know when to expect you. Dear husband, I have not heard from your father yet; your friends, Wm. Martin and Jim Daring are both dead. Mrs. Bedos and family are well, and send their best respects; so no more at present from your affectionate wife,

(Sig'd) SARAH REMPTON.

190 One package directed to Mr. Archb'ld Lang, st'r Leopard, Nassau, containing two letters as follows, to wit:

DUNBARTON, 1*st June*, 1862.

Mr. Archibald Lang, engineer S. S. Leopard, Capt. Raisbeck, Bermuda or Nassau:

DEAR BROTHER: It is with great pleasure I sit down to write these few lines to let you know that we are all well, hoping this will find you enjoying good health, and I hope you are liking your job. I have very little news to tell you, but I was hearing to-day that there is to be a change of foremen in the shop. I was told that Watson was going in as a partner, and that Gilles was to be manager, and some stranger was coming in his stead, but I don't know how that may be, but I think that by the next time I write there will be a change in the work. That case of Mr. Leish and I is still going on. I think it will be settled on Tuesday, but I really can't say how it may terminate. We have got Andrew Turnbull back to the shop again. He was telling me he had made a very good thing of his trip. He received fifty pounds over and above his wages, and he says that the second got a hundred; so I think they were very well off. George Strang sends his kind respects to you, and Duncan Campbell, and the rest of them, and he is sorry he did not get away with you.

191 Peggie joins in sending her kind love to you; hopes that God will spare you all to return to your wives and families. Give my respects to D. Campbell, R. Jameson, and R. Stewart, and accept my kind love and respects from

Your affectionate brother and sister,

(Sig'd) THOS. and MAG. LYONS.

DUNBARTON, *May* 31, 1862.

MY DEAR ARCHIE: I received your letter, and was glad to hear that you was well then. This leaves us all well at present. We should be thankful unto God for his goodness to us. Archie can go over the road now. I was at Glasgow on Friday, and I got the money. Donald and his wife are well; I forgot them in my last letter, and Donald was saying you would bethink there was something wrong. They have been very kind to me since you left. Tome and Maggie are both well. John, Munroe, and Tome, and George were up on Saturday. Munro come to treat me for your sake; they send their respects; Mas. and Mrs. Marshall send their respects to you. I hope this will find you well. Dear Archie, write and let me know how you like the sea; know I was very glad that you did not get ashore at Cardiff; you could put nothing past me there. I had a letter from mother, and

they are wondering that I was not down; I sent word saying that I would be down on Tuesday; so, dear Archie, if you get this
192 letter before you send yours, direct it to Greenock, as I will get it sooner. Tome has kindly offered to write you a few lines; you will find them here too. I have no more at present, but remain your ever-loving and affectionate wife,

(Sig'd) MARY LANG.

Mr. J. Osborne, passenger of the st'r Leopard, of Glasgow, in care of Capt. Resback, St. George's, Bermuda:

34 CAVENDISH STREET, NEW NORTH ROAD,
London, May 26, 1862.

DEAR JACK: I received your letter enclosing the portraits, for which I am very much obliged for; also one for the society, for which I thank the whole for; they are being framed, and will be hung up in the society's room. I am also very glad to hear you are so well provided for. With regard to Monday—H. Wilson went, and she was not at home; he then went on Tuesday, and then was not at home. He left word to meet him on Wednesday, at ½-past seven, at St. Luke's church, when she came; she told him that she had been to the society house on Tuesday, where she heard that you had gone to America. H. W. then brought her to where I was, and then gave the £2 0 0 to her. She seemed to be very much cut up; she said
193 that she could not make it out why you left her in such a way. I then told her that as there had been so many words of late, and that there was an opportunity for you to go away, you thought it best for both to do so. There was not an unkind word spoken to her. H. W. and myself said, that if she wished to hear from you, she could do so by coming to the society house. She did not say what she was going to do. With kind respects to all, I am yours, truly,

(Sig'd) T. H. MARTIN.

P. S. Tell Adam and the rest, that the wifes had their money on Saturday.

One package directed to Mr. Archib'ld Drysdale, J. Heyliger, esq'r, Nassau, containing three letters, as follows, to wit:

GRAHAMSTON, FALKIRK, *May* 28, '62.

Mr. Archibald Drysdale, Mr. John T. Bourne, com'ss'n merchant, St. George's, Bermuda.

MY OWN DEAR ARCHIE: I received your letter to-day, and I was very glad to see it, for you know how I wearing for to hear from you. I expected a letter from you last mail, but Agnes Frasor told me that you had not written to me. I was very much disappointed at not getting one; but I watched the post to see, although he could not bring one to me if it was not sent; but I was, oh ! so glad to get yours this morning, and was glad to hear that you was en-
194 joying good health, although I know you cannot be too well in such a place; I know you cannot stand heat very well.

My dear Archie, I am very much distressed about you being so long away and not got to the end of your destination yet—not for the sake of your not making any money, for I wish, with all my heart, that I saw you safe home to me with your life, without anything else, I would be happy. I am sorry—yes, very angry at myself—for ever letting you away from me; but what can I do now?

My dear Archie, what signifies riches to happiness? If you had been at home we would have been in a nice house of our own, for my life is nought while wanting thee, dear Archie; if I had you beside me once more you would never get away from me till death caused a separation—it alone can separate us from each other. You are my only thoughts; although your presence is far away from me, yet, dear Archie, you are near my heart and dearer to me than ever. I don't know what to think about Joe; you have the worst of it. Although, dear Archie, you must try and bear up as well as you can, when my trial comes, and you just think, although I am very far away from you, yet I am near and dear to your heart, and will ever be. Think that you have one silent worshipper, certainly never ceasing to love you, and always trying to do what likes you, although you are so very far away. So, betimes, I weep in silent solitude when there
195 is none to press my hand within your own and "wipe away a tear."

Dear Archie, I am sometimes apt to give way, thinking, perhaps, I will never see you again! What have I to do—what, dear Archie, have I to do without you? On you alone my life, my all, my happiness depends. You are the only one that I can or ever will love. Since ever you came after me, I have found you to be my comforter in sorrow, sharing with me all joys—my protector in all my troubles. When I think on anything, oh! I can do nothing else but love and adore you. And I know that your love for me is genuine. I will trust in Providence to spare us for each other. I hope that time will come soon. Although you had nothing, if I had your own self, I would think I had everything.

My own dear Archie, when I am sitting in this quiet room, thinking only on you, I call to memory the many happy days we have spent together. No wonder I am lonely and dull now and refuse to be comforted when you are so far away! When I used to for you in Glasgow, from the one night to the other—although I never said so to you till now—no wonder, then, I am dull when I go out to take a walk, though that is but seldom. I used to get a kiss from you before I went down the stairs, and the last thing you gave me before we parted; and now no Archie near to me! What can all this
196 mean? I hope this separation is all for our good, and will come to an end very soon. I will try and cheerfully strive, little word, though very small, so full of meaning—hope. Yes, I will hope and trust in our God, who alone can do all things well. Dear Archie, we must never forget to ask his aid. I never forget to remember you in my prayers that God may spare us both for each other, and guard you from all harm. Dear Archie, it is, maybe, for the best that the captain has done for the best; I hope it is, and that you will be sent

home. Although you have nothing, if you have your choice to come home, mind and come home. I wish you was to come. If you had been at your place in Richmond, and well from all harm, I would not be in such a troubled state of mind. You will be very uncomfortable, for your underclothes will be all dirty long before this. I have been thinking about them many a time. I hope this will find you quite well, as it leaves us all about our ordinary way, and Willis keeping better. I thought we were going to lose mother; a week ago she took a very ill turn; about two in the morning, we all thought she was gone; we all got an awful fright with her. I was ill myself with the fright; I almost fainted with the shock. It would have been a sad house if she had been taken away. In the midst of the distress I thought on you. What was I to do, and you was so far away from me; but she got better in a day or two. She
197 was away for a while, but she is better again. We have all sent best respects to you, and you have all my love for yourself. No more from your own dear loving Maggie Dunn, till death.

(Sig'd) MARGARET R. DUNN.

Mr. Alex'r McFarlane, lithographer, care of Mr. John T. Bourne, commission agent, St. George, Bermuda:

9 CHURCH LANE, *Edinburgh, May*, '62.

DEAR SANDY: I was right glad to receive your long looked-for letter, as I was really beginning to wonder what had come over you—my fancy sometimes leading me to imagine you rusticating in a New York prison, and instead of doing the mangle business, trying the oakum teasing, and cursing the Yankees; but I am happy to find that such is not the case, and that instead you are enjoying yourself so well that I feel rather envious of your position. As far as things go you appear to be doing the travelling instead of the lithographing, and you will no doubt find it a much more agreeable occupation, though your voyage from Liverpool to Falmouth would not be by any means a fascinating operation, and your week's stay in the latter town would be fully a week too long; your visit to Madeira would be very
198 interesting to you; it must be a splendid place. I suppose there will be plenty of scope there, and also in Bermuda, for the pencil of an artist. Your boating excursions will keep your hand in fine to the rowing; it will be nearly as good as if you were on the Clyde in the "Nix my Dolly."

You wish me to give your respects to Bob Arbruckle and Mrs. Bob, and I would most willingly do so, but you will no doubt be a little surprised when I tell you that they are, and also the family, likely by this time as far distant from me as you are, having sailed from London on the 7th May in the African for New Zealand. A stationer out there in Aukland (the principal town) having written to McFarlane in St. James's square to send out an experienced litho., as he intended starting that line, Bob got the offer of the job from Thompson, (the foreman,) and accepted it. I am not exactly sure as to the conditions on which he goes, but I understand he may have a share

in the business if he prefers that; he gets his passage paid out; I saw him away from Leith on his way to London previous to his departure; the most of Johnson's chaps were down seeing him away, and also his mother-in-law and the rest of the wife's family, including my particular friend the sister; there were plenty of tears shed by the female portion of the community, and in fact it would have been much better if they (the females) had stayed at home, as there is nothing particularly nice about a scene of your description; the copious libations which followed and also preceded the departure or parting, I should say, would, however, help to drown their sorrows; in fact, I think Bob is well away from the wife's family, and I trust (and I know you will also) that he may succeed beyond his best expectations, and when we meet again, which I hope will also be the case, that he will be in a position far better than when I last saw him. He promised to write me, and told me to be sure to send his respects to you, and let him know how you get on.

The Edin'h litho's annual ball took place this year as usual, and was decidedly the worst that has yet taken place, so you may be sure it was really a fierce piece of business when it could lick the previous ones; the turnout was miserable, even for lithog's. I think it will be the last attempt in the ball way, as it proved a failure in a pecuniary point of view, and I don't suppose the funds of their spirited society are in such a flourishing condition as to admit of being drained to any extent.

Trade in Edin'h (of course I mean the lithog. trade) has been in its usual state since you left, the which state is not by any means suited to fill either the pockets or the stomachs of the printers; in fact some of them seem to live without the usual necessaries of existence which ordinary mortals require, or else they have become quite independent of the trade with which they have had the misfortune to be connected; "a consummation most devoutly to be wished," (Shakespere.) But to mention some of the firms and individuals in detail: Nelson's is getting a good deal busier than it was, as they are printing views of the exhibition; Lyall & Goodfellow are still there; Johnston's is also getting better, I understand, though they are not taking on new hands; McFarlane appears to be the busiest at present, as he is doing a lot of work for Chambers; McLeod is doing plenty of work; he tells me his brother and Tom Buchanan are with him; James Tainsh went to a job in Paisley some time ago, but is now, I hear, working in Glasgow; Bourgstaller, who was in Tod's for some months, went to Schenck's the other week, having found, I suppose, that it was "ver hard vorks," making money in Tod's model establishment. With regard to our vile place, it is much the same as ever, of course, as is to be expected in such a place; there has been a number of changes; this one going and the other one coming; but the establishment still retains its old features, and I suppose, will continue to do so till the millenium, or some equally desirable time comes. Riddle is still dressed in his "little brief authority," and plays the same "fantastic tricks" as have won for him the esteem of those with whom he comes in contact.

Bob Gilchrist got the sack a month or two ago, because he would not print a metal job at the ridiculously low price Tod wished it done for; he got a job the same week, however, in McFarlane's, and is there still. I have no doubt but he has found that he has made a decided change for the better. There was a good deal of work doing in our place some time ago, and some new hands were taken on and 2 or 3 new presses got; but now "Neckie," (who is in Ireland,) seems to be deserted by his good luck, as he is sending in very little. We had a fresh instance of petty tyranny this week. A small show board, 2 on the stone, which used to pay at 1*s.* 2*d.* and latterly at 1*s.*, was wanted to be done for 10*d.* 3 of the printers (Wardlow one of them) being asked to do it at that price, with a spirit of independence seldom to be found in the premises, refused; the consequence is they have got the "sack;" the 1*s.* is to be given, however, for the job, I understand, though I have little doubt there are men in the shop who would do it for 10*d.*, or even less, rather than risk their situation. Wilson, the engraver, left a week or two ago; he has got a 3 year's engagement in a shop in Manchester. Previous to leaving he got married. What do you think of the connubial state after that?

202 The same day I received your welcome epistle, I had one from Jack Brunton: he had been laid up with cold for 2 or 3 days, but was getting better, and had resumed work. Trade was rather dull in Liverpool; and Philips had published a plan of London, which cost £100 engraving, but it had been a failure; he sent me an impression of it; he had also received an invitation from Mrs. S. to visit Halifax, and to bring myself along with him, but I don't think I shall be able to accept of the invitation, though he being so near Halifax may easily go. Brunton and I are going up to the exhibition if all goes well. I intend meeting him in London, though I have not yet settled where or how I will go. The prices charged for return tickets both from here and Glasgow is scandalously high. From the 1st July to the close of the exhibition the price 3 class is £2 and £2 5 up till the 1st July, while there are cheap trips from Liverpool to London and back for 12*s.* 6*d.*

There has been very little of interest occurring in the town of late. This being the general assembly time, we have plenty of white chokers going about, but I can't say I have ever found any of them in the predicament in which Davidson saw the 9 of them.

Theatricals in Edinburgh remain at the same low ebb which they have occupied for a considerable time. I have been in the Queen's but seldom of late. I saw the Octoroon when it was produced

203 and quite coincide in your opinion of it, as I thought it a very poor production. I also saw that other sensation humbug, the "Peep o'day," and didn't think much more of it; in fact, I am quite tired of the sensation species of drama and don't intend to spend any more time or money on any new one that may turn up, as, however well it may be put on the stage, scenery and appointments can't make up for the want of literary ability and probability of plot. I saw G. V. Brooke, when he was here, and must say that I was much disappointed with his performance. I cannot imagine how he came

to occupy the prominent position he has held, as it was stagey in the extreme, a favorite practice being to turn up the white of his eyes, and he ranted most fearfully. There was an Australian actress, Miss Avonia Jones, along with him, but I did not see her, as I had got so much of Brooke that I could not think of stopping in to see the next play, in which Miss Jones was to appear. The "benefits," which in most instances will likely turn out anything but benefits, are taking place at present, and the names of some of the pieces performed are enough to put an end to theatricals forever; for instance, "The Murder on the Mound, or the Skeleton Witness;" speak of sensation after that! Giles was fined £5 the other week and his Temple of The spies closed, which will be rather a loss to the aristocratic inhabit-
204 ants of the classic regions of Leith Wynd and neighborhood. Howard opens this week after being closed for about a month, and the company promises to be better than the Queen's. He (Howard) has also taken the Alhambra over the head of its present tenant, and intends pulling it down and erecting a new building capable of holding 3,000 people. McLannon, of "Free and Easy" notoriety, has lost his license and converted his shop into "The Harmonic Club."

I almost forgot to mention that Peter McLean had been back to Tod's, but has returned to Nelson's, at least for a few weeks; he has got your old bed-fellow Wright lodging with him again. I suppose Mr. Wright had found the business in Aberdeen not to be very profitable and so returned to auld Reekie, where he has been travelling for Gellatly in George st., but is now, I believe, doing the same for Schenck.

Peter Tasker is still in Birmingham, but had not been succeeding very well, as he was out of work for a considerable time; he gives the English tailors a very bad character, as they show an awful want of spirit and independence, being much below the Scotch tailors in that respect.

Robert Lindsay is still working to the trade here and is getting on well. Tom Graham is still in Edinb'h, and will, no doubt, be glad to hear of your welfare. I expect to see him to-night, and
205 shall let him know as well as others of your friends in old Smoke how you are getting on.

Bye-the-bye, I saw Hunter here some time ago; as you are likely aware he is in business for himself now in Howard street, Glasgow. I don't think he has many presses; he is the same jovial fellow.

As I have now mentioned all that I think can interest, and some that may not interest, I shall conclude this epistle, which has stretched out to a proper length, that being the only property (excuse the unintentional pun) I am afraid it possesses, and which may make it prove tedious, by wishing you every success in whatever position you may be; that when you do run the blockade, you may do it safely, and that this may find you in the best of health. I send 2 Scotsman's at the same time as this, which may prove interesting.

With my most sincere regards, believe me, yours truly,

(Sig'd) JOHN WALLACE.

P. S.—I almost forgot to thank you for your portrait you so kindly sent me by Jack Brunton. I think it a very good likeness. I intend getting mine taken by McColl some of these days. Be sure and write soon, and let it be a long letter, as I have no doubt it will be an interesting one. I suppose all the folks at home are quite well.

I frequently get a Glasgow paper. Davidson sends his re-
206 spects and the enclosed pinch of snuff.

J. W.

Mr. Daniel Frazer.—John T. Bourne, esq., commission merchant, St. George's, Bermuda:

PAISLEY, *May* 31, '62.

DEAR DANIEL: I have received your letter; it found me in good health as this leaves me at present; I am very glad to hear that your health has been so good since you went away, but I think the sooner you are out of Bermuda the better; it is said to be a very unwholesome place, and I think the sooner you are home the better. You appear to be in good spirits, but I think you do not hear much about the war. New Orleans is taken, and they are within a few miles of Richmond; I think it is very fortunate that you have not got any further than Bermuda. I do not think that you will ever get into Richmond, because it is quite surrounded by the northerners, and no doubt it will be taken very soon; it is a great pity you ever went away, but if you are spared to get home, and health granted, you will soon get over it all; I trust that will not be very long. I am much surprised to hear that you have got no letters from me; this is now the third letter I have sent you; the first one dated the 16th of April; the second
207 one, I think, about the beginning of May; if they have not been kept up you should have got two letters by this time. Dear Dan., I am glad you are enjoying yourself so well, but you must be very careless in going out in a small boat as it is sometimes dangerous; I hope you have not broke any oars since you went out. I have never wanted money since you went away, and I have not got anything from mother yet, and I have what will do me for a month or two yet, so don't be distressed about me; I will manage to live; when you read this you will be thinking I am very independent, but it is not money I care so much for; it is yourself I want home; I wish you had never went away; I am sure we might have been very happy if you had stayed at home; it is atrue saying, Far away hills are always green, but I know it was done for the best, so I have nothing to reflect upon, but we must live in hope and hope to see each other soon. John has got a situation in Derby, an assistantship, £50 a year; it is not much, but good enough for a beginning; he enters on the 23d June. I was in Glasgow yesterday; I called on Mrs. Brims. James has got quite stout again, and at his work every day; he says he never saw the trade as bad in his life as it is just now; they both send their compliments to you and Archie. I was to let you know when I
208 wrote that Mrs. Wm. Motherwell has got a son on the 26th May. I was seeing the Miss Fultons in Cumberland street.

Marion has got a letter from Australia; Mr. Campbell is dead; he died shortly after he got there; poor thing, she is very sad; I feel very sorry for her, she was so much attached to him; but there is nothing but changes in this life. I posted the letter for your sister, I should say our sister; I read it first; you did not forget to butter me up. I don't know what they will think about such a letter; I would be very glad if they would write to me. But I must conclude. Mr. and Mrs. Lumlie, Mary Ann, and George, wish to be remembered to you; mother has got quite well again; the rest of us are all well at present; trusting this will find you enjoying the same blessing, they all join me in sending their best wishes to you, from your loving and affectionate wife,

(Sig'd) AGNES FRASER.

Remember me to Archie.

Mr. Edward Dadd, passenger, care of Capt. Resbeck, Str. Leopard, St. George's, Nassau, 6 Thomas St., Rotherhithe:

MAY 24, 1862.

DEAR EDWARD: It is with great pleasure I write these few lines to hear you are so comfortable and happy in your mind; we are all
209 quite delighted to think you have so enjoyed yourself. I hope it will still continue. We are much obliged for the letters you wrote us, and likewise the portrait of the group you sent; it is very good; we shall get it framed directly. It has put fresh life in mother; she capers about the house like a young woman since she thinks you are so comfortable; only when she forgets herself, and calls out, Ted, are you going to get up? What a rascally shame it is you will not get out of bed; and then we tell her Ted is gone to America, and then she bethinks herself, and then says, What a fool I must be, and I have made his coffee. But she will soon get out of that way, but she is always talking about you since you have been gone. I hope it is all for the best; strive and make it so, which I am in hopes you will. I have sent Mary your direction and desired her to write to you immediately, as I intended to write to you directly; don't neglect writing every opportunity you have, and let us know all the particulars you can about your voyage, and likewise about the country, and every particular how you are likely to get on, and be sure and take all the care of yourself you can. I hope when I write to you again I shall have more news to write about, and good news. Mr. Clievester has wrote the same post I have, to cheer you up, which, I hope, you will keep up your spirits. Poor
210 old Rough was lying at my feet while I was writing this; poor old thing. I shall take great care of her for the sake of you. I think she pines after you for she don't seem very well. I am happy to say your sister Rebecca is doing as well as can be expected, and so is the baby. She sends her kind love to you, and hopes you will be happy and comfortable. Sarah Ann is still going on the same, getting to bed early when Adolphus is home, but she is quite well and sends her kind love to you. Tom is quite hearty; he would very

much like to be with you. Edgar and Richard send their kindest respects, wishing you all the luck possible can be. I hope you excuse my scribble. I will write you more in the next. Mother joins me, with brother's and sister's love, wishing you health, prosperity, and good luck, with Charley's and Polly's love, with a thousand kisses, and believe us to remain your affectionate father and mother,

(Sig'd) CHARLES and SARAH ANN DADD.

Mr. Thomas Merrin, passenger on board of the steamer Leopard of Glasgow, in care of Captain Raisback, Nassau:

26 WESTON STREET,
Westonwell Road, May 25, 1862.

MY DEAREST THOMAS: I am happy to say that I am in receipt of three letters from you since you left London. I have just
211 returned from Mr. Strahan, and received the money quite safe, and now sit down with the intention of endeavoring to write a few fond words, that is if I can possibly do so, although I must confess it is my painful duty to address you on the following subject. I am, my dear, lost to know what to write about, for since our parting, I have no inclination or heart to do anything. The only solace or comfort that I have now is reading over your dear letters I have received. Dearest Thomas, if you could only imagine my feelings, while I am now scribbling, I am sure you would sympathize with me. My dear, sometimes my feelings are dejected in the extreme; your own dear vision is always flitting before my unhappy mind; it is impossible for me to forget you, I cannot live without you; my fate, my life will be a career of bitterness till I know whether you arrived safe at your destination. Dear Tom, do write as often as you can, for you know I shall always be daily anticipating to hear from you, my love, if it is only just a word or two, for it would be a great relief from my aching heart. Dearest Thomas, I was very happy to hear that you have been treated so well, and also to hear that you are all so comfortable together. I was surprised to hear that you stopped so long at Cardiff, for if I had but known I should have written
212 to you there, but, of course, you did not say anything about my doing so. I understand that Mrs. Hodge had written to her husband; if I had but known, I could have written to you; but I thought you would have sailed before this time; but never mind that, my dear, so long as you receive this. I must tell you, my dear, I am far from being happy, nor do I expect to be, till I know what our change will be, for I can assure you I have no energy for anything, and if you look upon the same subject as I do, you will not wonder at me being so. Oh, my dear, do look upon me with compassion; you know I never, never can make up my mind to be happy without you. Oh, when I come to think of it, I feel though my heart would break. Tom, do think of me as I do of you, and I know, my dear, that our affections will grow stronger with us both; so good-bye, my dear, and God bless you. I must now proceed to tell you that I saw Charley's aunt on Saturday. She was very glad to hear that you and him are together, and she says I must tell her all the information I can. I must tell

you I went to Mr. Wood's, on Sunday, to tea, and I enjoyed myself very well; considering all things, they made me very comfortable indeed, and very probable I may go to them again this week. Dear Tom, I must inform you that I often see Mrs. Hodge, and I think we shall be very friendly together, for I think her a nice,
213 sociable person, for I must have a companion to be with. Dear Tom, I can assure you that Mr. and Mrs. Cox are exceedingly kind to me. I am often sitting with them, and often talking about you, and wondering how you are. Mr. and Mrs. Cox, sister and brother, mother and father, send their kind love; so I must now draw to a conclusion, with my best love and wishes; so good-bye, my dear, and God bless you.

From your affectionately,
(Sig'd) LOUISA DYKES.

SUNDAY, *May 25th*, 1862.

DEAR FRIEND: I am happy to hear that you are all together and comfortable, and hope you will continue so. I want you, as soon as possible, to send me all the information you can. I certainly think that I should like to be with you, but I want to ascertain the facts of the case. Give my best respects to all, and particularly to those with whom I am acquainted, and tell Tom Ainsworth not to forget the almighty dollar. Concluding with my best wishes and hopes for your success. Mrs. W. sends her best respects.

I remain yours, truly,
(Sig'd) E. WOOD.

214 Mr. J. Hodge, passenger on board the Leopard of Glasgow, in care of Cap. Raisbeck, Nassau:

May 26th, 1862.

MY DEAREST HUSBAND: I am very happy to send you those few lines, hoping they will find you quite well, as I am at present. I must tell you that I have not moved yet, but I shall have moved by the time you get this; my dear, I hope you will get there safe, for it is all my thought day and night when I am awake. I hope, dear, you will think of me the same, for when I think of you being away I cannot help crying. My dear, I am going to buy No. 1 Thomas machine, so that I can take a little collar-work in. I kiss the two children for you; the baby has been very ill; I had the doctor to her on Saturday night, and I paid for some medicine, and now she is a little better, thank God, and Katty is always saying that her da-da has gone in the water and wants to know where you are; she is very well, dear. I went to Mrs. Harvey about the letter you sent there, and one had been, and she sent it away; she said that she did not like to take it in, but I shall have it to-morrow morning, Tuesday, as they always take it twice round; she was very sorry about it, and she said all the letters that should come now, she would take in for me. My dear, I received the money from Mr. Straker, on Saturday, and he
215 asked me and sister if we live together, and we said we did not yet but thought we should soon. I will give Mary Ann a

portrait of yours as you said, my dear, and keep the other myself. Joe and Emma have gone to America; Mary Ann and Matilda send their love to you; I must leave off, my dear, for when I think of your being away I cannot help crying; so good-night, my dear, and God bless you, and I pray that you may get there safe.

Tuesday morning.

MY DEAREST: I am glad to tell you that I got your letter and portraits this morning; Tille went to Mrs. Harvey's and got them; they are very good.. Dear, I am in a hurry to post this letter, as I am rather late; I will let you know more news when I write again; good-bye, my dear. I could fill this up, but I am trembling so much that I cannot; good-bye, and God bless you. From your most loving and affectionate wife,

(Sig'd) CATHARINE HODGE.

Good-bye, and may God watch over you and them all—good-bye.

One package directed to Mr. Arch'd Drysdale, care of John T. Bourne, commission merchant, St. George's, Bermuda, containing 4 letters, as follows, to wit:

13 GROVE STREET, *May* 31*st*, 1862.

MY DEAR BROTHER: We received your letter on the 27th
216 inst., and was happy to hear you were enjoying so good health; we expected you would have been at your destination by the time we got your letter, but it has been otherwise ordered, for things are looking a great deal worse since you left, but I hope by the time this reaches you will all be settled and at your work. I saw Mrs. Rennie, and she was telling me that Maggie's mother had been very ill, and they were thinking they were going to lose her, but she is getting better. Jack has been idle for some time, as they were all paid off for one man refusing to do a job he could not make more than 2*s.* 6*d.* a day, and what was that for a man? Jack was saying if he was out he would not work any more than the rest, for he says they can't stand it, for the weather being so hot. Dear brother, there's no doubt you will feel from home, for, as the song says, "Home, sweet home; there's no place like home;" but you must not let your spirits down, for the time will soon pass if we are spared to see one another, for you know this is not our resting place, for we are as strangers wandering in vast wilderness, not knowing our way unless we look to Him who can direct us on the right path. Ann Beggs come in as I am writing; she sends her compliments and says you might write to John. Sam and all the rest are always enquiring after your welfare.

This leaves us all well at present; we send you a newspaper
217 with this; my best wishes to yourself; no more at present; write soon.

I am, dear Archie, your affectionate sister,

(Sig'd) JANE DRYSDALE.

Mr. James McFarlane, engraver—Mr. John T. Bourne, commission merchant, St. George's, Bermuda:

GLASGOW, *May 29th*, 1862.

MY DEAR BROTHER: We received your long wished-for and welcome letter and was glad to hear that you were well, as it relieved our minds greatly to know that, as there has been so many reports going about, the ship being captured and you all made prisoners, that our minds were in great distress about you. Father and mother and all the rest of the family are well; John is still at Dunbarton; Walter is working with his old master; father is not working constant; he is one day off and another on; the work that Ellen was at was dull, so she was paid off; she has got into Miller's, through Mr. Hobbs, and he desires to be remembered to you when we were writing. John Hobbs is very bad with rheumatis and has been confined to bed for some time back. Your uncle James is dead and buried; he died last week; he took a paralytic stroke; he lasted eight days from the
218 day that he took it, but he was not conscious all the time; he was buried in Govan. Uncle John's sister, Mrs. Steers, is home from Sidney on a visit to her brother, and she also intends visiting the exhibition while she is here; she saw Janie before that she left Sidney, and she was well then and intends coming home with the family, but the time is not fixed yet. Mr. Wier is often inquiring after you, as his son is asking about you every letter that he writes to his father. William Higgans is well and wishes to be remembered to you. Tom Templeton is on his road to Australia; he left here about a month since, so there is no word back from him yet; he got a good outfit from his father, and he also got a great many presents from his companions before he left. Janet and her husband are in Irvine; he is working there at present. Your cousin Ellen Smith, along with her father and mother, send their love to you. Your uncle and aunt Nairns are always inquiring after you. With love from us all to you, I remain your ever affectionate sister,

(Sig'd) ANN McFARLANE.

81 GEORGE ST., *May* 30, 1862.

DEAR FRIEND: Your mother and sister thought that I should acknowledge your note, but I can hardly do that because I never received it, nor the portrait either, as Walter contrived somehow
219 or other to get the portrait so broken; then he thought that he could not give me the note without it; so, to finish the thing, he burned the note in the fire; so you have still the portrait to send when once you get settled and get your money; you can imagine the scolding I gave Walter for his carelessness, but he only laughed at me and said that it must have been something very fine that I was making so much work about it. Your sister Ann and I were visiting Mrs. Holmes last night; she has removed to st.; it is beside some stables and we were telling her that it was just like a farmhouse, it has such bonny wee windows; she sends her compliments to you. If you come across John Gordon, the lithographic printer, give him Ann's

compliments and mine and tell him that I saw his sister yesterday, and that her and his brother's family are all quite well. Do try to write as soon as ever you can to your mother, as she is very much troubled about you.

Since you are among so many niggers, have you been looking out for one to me? I suppose that you will have been so busy looking for one to yourself, that you will have forgotten mine; be sure to get two, with lots of money. We had hopes that you would have been settled long before this time. I am sure that you must be dull, but cheer up; there are better days in store for you yet.

I mind of nothing further to tell you, so I will bid you good-
220 bye for the present. Hoping that we will hear from you soon, I remain your sincere friend,

(Sig'd) JANE CORRICK.

Write soon, soon.

Mr. John McGown—J. T Bourne, esq'r, commiss'n merchant, St. George's, Bermuda, W. I.:

GLASGOW, *May* 28, 1862.

MY DEAR BROTHER: We only received your letter yesterday; it is dated April 8th; we are sorry to hear the turn things have taken with you. We had word through J. Gordon on the 16th April that you expected to run the b. in the Bermuda ship; the news came shortly after that there were four ships captured, and the Bermuda was one of them; of course, this led us to think you were all taken. You say it has gone, and you are all there yet, waiting word from England; I wish to God you had all been here. It appears to me as if the cup of wrath of the Almighty God was poured out on the south, and that they to be entirely subdued, and it looks as if all who are partakers were suffering with them. The news at present is very bad, and not to be depended on, for both are victors; but the current is going against the south; the people evacuate the towns, the north have no more to do than take the position; in many cases they submit just as they stand. Father says there is a whole northern fleet lying in Ch. harbor, and all the ports b———d; he thinks, although the parcel was sent there, it would never reach you; we will
221 see about the things you want, but as the mail will be leaving on the 1st June, I thought I would send and let you know how things stand, for I thought, on reading the whole of the letter and over and over, and considered it well, that you were deceived; that if you examine things closely, you will find Mr. T. is not so. There was no bad usage till now, for he had known that he could not get into Ch., and neither he nor his men or crew had any right to run such a risk for nothing, and when there was no cash forward, they did right; you felt the change as soon as you were under the management of the other, who told you the owners of the ship were not responsible for your keep. Who were the owners but the same government that had engaged you? Every man had as good a right to keep as the captain. The low, truckling villains, hell-hounds, they

would take men, and off home and employment and set them adrift to starve for aught they care. No, there must be something done, and that quick, or the whole affair will be made as public as the newspapers can make it. Captain Tait was right to expose them, if he did do it, but had he done so you would very likely have been captured, as they could have done so even in the harbor. I think you must and father says you must not depend on them, as they are in such a state
222 that they can't help themselves; it is our English companies who had such a strong hand in it at first that we must look to now, and it grieves me to have such a letter to write, but it is to prepare you for the worst. I have had a dread of evil all along, and am not surprised. I cautioned you to look for disappointment. Altho' no one could wish more to see you all right, I have told these fears to none; neither have I seen any of the men's friends since I got your letter; neither does any of them appear to have had the alarm of the Bermuda ship capture; as Miss Gordon only let us know I thought better to keep it to ourselves, till we had further notice. I. Kerkwood—I called one day and saw his mother and sister, and his mother called on me one day; his sister is pretty busy with work from the shops. I saw his wee china baby, and had a good laugh at it. I was across at the Albert garden one night; saw Mr. Dunlop and talked a while Mr. Deans, and spoke to him and another man who saw you at the station that night you left the s .

I went in and saw Mrs. McFarlan and her daughter; you may tell Alex'r Jane Drysdale called with your letters and one they had from Arch'd, dated 6th April, just after I had wrote to you; you don't mention having received it, but your last being dated April 6th, it might be arrived. I feel at a loss what to say or what to think. James has taken your letter to Mr. McKay, so he will surely
223 write to England and see what is to be done. Perhaps some other address could find you, but it seems that Ch. is impossible. You must not neglect to write, whether good or bad; if you could, write to Mr. McKay. I think he thinks it strange that you don't; you should let him know all; he had a strong hand in it, and has a good right to look at it now; I know he is very concerned from what his sister said; he is afraid of being blamed if things go wrong. This is a scrap I cut out of the N. B. Daily Mail, as a sketch of what is going on; you will likely receive a newspaper with this, if it finds you.

Your affectionate sister,
(Sig'd) ANN McGOWN.

All your friends is well so far as I know; do not be too much cast down; read Luke, 12 chap.

Mr. John Gemmell, care J. T. Bourne, esq'r, agent, St. George's, Bermuda:

15 CAUSEYSIDE STREET, PAISLEY, 27*th May*, 1862.

DEAR JOHN: After reading your letter of the 6th May to mother, I see you are still in the same place, and to all appearances will be for

some time yet. It must be very annoying to be in such an unsettled position; but you can scarcely expect anything else, owing to
224 the hostile state of the country and the quick and inconsiderate nature of the people. It appears when a plan comes into their mind they put it into force immediately, without considering the difficulties that may come in their way, till they come, and then they begin and consider them; I think you are under such a mistake. You don't say what this squabbling, as you term it, is about, and, of course, we have not any idea. By the time this reaches you you will have got word very likely of the capture of New Orleans by the enemy, and it will decide you very likely whether you will be able to get there or not. No doubt it will astonish you when you hear of it. We know very little as yet as to the state of the inhabitants since they got their new governors. From the newspapers we see that the chief authorities of the place are put in prison for refusing to take the oath of allegiance, and that is about the amount. I think your ideas will be considerably changed since you left, as to your future situation in America. I don't mean to say that the government intentions will be broken up, but I think things will turn out considerably different from what you anticipated. I think the prospects of the government must be gloomy, owing to them losing so much territory. You must feel very strange, I think, to be in such a hot climate, and so much amongst black people. I think you would enjoy a bath greatly,
225 oftener than in the morning; it is a thing I scarcely ever get. If it was so happening that your engagement was broken up, as I hope it will not, I think they are a people that would not scruple to put you off shabbily. I think they are using your company very shabbily, to keep you in such long suspense of what is going to be done.

Trade hereabouts is exceedingly dull, and misery is prevailing greatly both in Scotland and England, and, in fact, over all Europe; it is a severe scourge to a great part of the world. There was a talk in the newspapers about France interfering if England would join with them, but the latter saw an illegality in the matter that France did not, and would not accede to it; but since New Orleans was taken the blockade has been greatly reduced, and there is no need for intervention in the matter; that is according to the word that comes. I think, looking seriously on the state of the world just now that it is set in a motion that will not be stopped till great and mighty changes are wrought, both in church and state; these changes cannot be looked for by any but those who have got the light and teaching that we have. Owing to the hope that we have before us I think the idea of bettering ourselves here to any great extent is useless, and I think attempts to do so will be of little avail. Owing to the state that everything is in just now, attempts to do so can scarcely be otherwise, and
226 my opinion is if we can get on at all to put in the time, as I think it is very short till something great takes place. You are not forgotten in Paisley; nearly every person that I meet that knows you asks when we got a letter from you, and if you have arrived yet. I hope things will get on better with you than what is daily occurring

would lead us to expect. I have no news to tell you at this time, so I will be obliged to conclude by saying you will know to address to No. 1, Renfrew Road, after this, as we are removing this week.

I remain your loving brother,

(Sig'd) P. GEMMELL.

PAISLEY, 15 CAUSEYSIDE ST., *May 27th*, 1862.

DEAR JOHN: Your letter of the 6th arrived here this morning; I am sorry to hear that you are still in the Bermuda; I do not wonder that you are thoroughly disgusted with the state of matters you describe; surely some wonderful misunderstanding took place between your employer and those intrusted with the work of your party's transportation before leaving England, when your voyage has been so humbugged. I think you are fully entitled to at least half pay for all the time you have been in the island, and if you don't get something handsome from those who deal with you in money matters, it will be because they (to use a Yankee phrase) are miserable
227 skunks. I wrote in answer to your epistle of 8th April; I hope you have received it; since then very little has taken place worthy of particular notice. Trade is still quite flat, owing, I suppose, to that abominable American war. You say in your letter of the 6th that you may be in New Orleans before Richmond; have you not heard that that city has fallen into the hands of the federals, and all the inhabitants are under their government? If you think of giving up allegiance to the southern government and going there, perhaps you will get a cold water welcome from your dear uncle Steven. If credence is to be given to the glowing accounts of northern prowess, it is likely Richmond, as well as N. O. and all the south, will soon be in the grasp of the conquering federals; they seem, since sending home the Times' correspondent, to have gained victory after victory, and their once formidable opponents have sunk into the condition of blustering shoolboys.

The great international exhibition is now open and in full tune; I hear but little said about it, however, although it is reported to be a greater one than that of '51; I would like to get down to see it, but for me to get away from Paisley, to go anywhere, seems altogether out of the question.

How have you been getting on in regard to church matters since you got to Bermuda? Is the heat so great that you cannot attend church? We are still attending the high church here as when
228 you were in Paisley. What do you think—the minister, Mr. McGregar, is on the point of leaving for another place in Fifeshire; he has been like a little king, as well as priest, during the last two years here, honors having been heaved upon him such as he would never have heard of in the apostolic church; his leaving has caused many bitter words to be spoken of him that should never have come from a Christian community, but his conduct in this matter is so flagrant that people cannot restrain their indignation. The life of the Rev. Edward Irving has just been published in two handsome volumes; it is written by Mrs. Oliphant, known to the public as a novel-writer.

I have not seen the work yet, so cannot say how the authoress has performed the work she took in hand to do. I strongly suspect, however, from a three-column notice which *which* appeared in the Mail the other day, that, while Irving's biography is faithfully written, there is a dash of the romantic in the work, which, if true, is a pity. No more now. Hoping to hear soon of your departure from Bermuda, I sign myself

Your loving brother,

(Sig'd) R. GEMMELL.

15 CAUSEYSIDE STREET, PAISLEY, *May 28th*, 1862.

229 MY DEAR JOHN: I am glad to have the pleasure of writing to you again in answer to yours of the 6th. I hope you have got my last enclosed in Robert's. I am glad and thankful that you are well; we are all quite well, and still well employed. I think God, in his good providence, is keeping you in Bermuda to keep you from the seat of war; for we hear that Richmond is to be taken next; always know that you are in his good keeping. You are always remembered in our family prayers; and yesterday morning when we had done praying that we might soon hear good news from you, and you from us, we began to speak about you; R. thought we would soon get a letter; I thought not, as you would be left B., and might not get one for a long time; just then the postman cried "Mrs. Gemmell," as he always does, and we met him on the stairs; it was your letter; it was just time for them to go to work, but it was all devoured before they left. Dear John, be patient, and know it to be for your good that you are detained; the Lord strengthen you to bear up to the end. As R. and P. has wrote, I will not say any more, but remain your loving mother,

(Sig'd) J. G.

P. S.—I and M. send their kind love to you; write soon. We are all stirring, preparing to remove. I send a paper with this.

J. G.

Address: Mr. N. Steven, New Orleans, box No. 18. Messrs.
230 H'y Adderly & Co., Nassau.

Containing one business card of John T. Bourne, general commission agent, St. George's, Bermuda.

231 District court of the United States for the southern district of Florida.

I, George D. Allen, clerk of the district court of the United States for the southern district of Florida, do hereby certify, that the foregoing document, hereunto annexed, is a correct transcript of record of this court and exhibits in the cause of—

THE UNITED STATES
vs.
THE STEAMSHIP ADELA and CARGO, JAMES Walker, master and claimant, } Prize.

lately adjudicated in this court, as appears from the admiralty records and files of said court kept in my office.

In testimony whereof, I have hereunto subscribed my name, and affixed the seal of said court, at Key West, in the southern district of Florida, this second day of May, in the year of our Lord one thousand eight hundred and sixty-three, and independence of the United States the eighty-seventh.

[SEAL.] GEORGE D. ALLEN, *Clerk.*

[5-ct. rev. stamp.]

232 United States of America, circuit court of the United States, southern district of Florida.

On the thirty-first day of January, in the year of our Lord one thousand eight hundred and sixty-five, the following stipulation was filed in the office of the clerk of this court, to wit:

ATTORNEY GENERAL'S OFFICE,
Washington, Dec. 8th, 1864.

THE UNITED STATES
vs.
THE ADELA. } Circuit court, Florida. In prize.

The United States, libellants in the above cause, hereby consent that the same be transferred by the court from the said circuit court to the Supreme Court of the United States, pursuant to the 13th sec. of the act of June 30, 1864.

(Sig'd) J. HUBLEY ASHTON,
Assistant and Acting Attorney General.

(Sig'd) AUG'T F. SMITH,
Att'y for Claimants.

Afterwards, on the first day of May, in the year last afore
233 said, the following order was entered in this cause, to wit:

THE UNITED STATES
vs.
THE STEAMER ADELA and CARGO.

By consent of all parties in interest in this cause, it is ordered that this cause be transferred from this court to the Supreme Court of the United States.

Entered May 1st, 1865.

(Sig'd) GEORGE D. ALLEN, *Clerk.*

234 Circuit court of the United States, southern district of Florida.

I, George D. Allen, clerk of the circuit court of the United States for the southern district of Florida, do hereby certify that the documents hereunto annexed are the original transcript of record and exhibits in the case of—

THE UNITED STATES
vs.
THE STEAMER ADELA and CARGO. } Prize.

Appealed from the district court of the United States for this district to this court, and that pursuant to the consent of all the partie

in interest in this case the same is hereby transferred to the Supreme Court of the United States for further proceedings, pursuant to said appeal.

In testimony whereof, I hereunto subscribe my name, and affix the seal of said court, at Key West, in the southern district of Florida, this twenty-fourth day of July, in the year of our Lord 1865, and independence of the United States the 90th.

[SEAL.] GEORGE D. ALLEN,
Clerk Circuit Court U. S. So. Dist. Florida.

[5-ct. rev. stamp.]

Filed December 4, 1865.

+

Supreme Court of the United States.

THE STEAMSHIP ADELA, &c., JAMES WALKER, MASTER and CLAIMANT, Appellants,

vs.

THE UNITED STATES, Respondents.

No. 69.

This is an appeal from a decree of the District Court at Key West, condemning the Adela and her cargo as prize. The ship and cargo were British.

The immediate destination of the ship and cargo was Nassau. (*6th Interrog.*, p. 7.)

The capture was made by the Quaker City on the 7th of July, 1862, near Abaco light-house, the ship being then on her direct course from Bermuda to Nassau, the latter port being 44 or 45 miles distant. (*36th Interrog.*, p. 10.)

Abaco light-house is situated on the extreme southerly end of Great Abaco Island, from whence Nassau is a little west of south, while Bermuda lies to the east of north of Abaco light.

I.

The condemnation can be sustained only upon its being made satisfactorily to appear that Nassau was not the ultimate destination of the ship—the end of the voyage—but that she was now sailing upon a voyage that was designed to end at some blockaded port. And upon this point it is submitted that the weight of evidence is that Nassau was the end of this

voyage, although it was possible that the ship when at Nassau might accept a new employment, that, when accepted, would subject her to capture.

See *6th Interrog.*, pages 7, 16, 20, 24, 29, 33, 37, 41, and particularly the depositions under the order for further proofs.

4th Interrog., p. 45.
9th " " 46.
4th, *6th* and *7th Cross* do., " 47.
16th do. " " 50.
Also, pages 51, 52 and 54.

The bill of lading and the insurance were to Nassau, (pages 55, 58 and 60,) and whatever inferences are to be drawn from them are favorable to the appellants.

II.

An examination of the chart will show that the voyage from Bermuda to Nassau would naturally take the ship into neutral waters a considerable time before reaching Abaco light, and the evidence is, that such was the course of the voyage. The master says, "that the Quaker City was first seen about seven "o'clock on the morning of the capture, as near as he can "recollect. The Adela was steering about south south-west. "* * * *She was coming along the coast of Abaco towards "the light-house.*" (*36th Interrog., p.* 10.)

And Benson, first officer, says: "The Quaker City was "seen about 7.45 on the morning of the capture. *The Adela* "*was steering close along the land for Abaco light-house*, "nearly a south course." (*36th Interrog. p.* 15.)

The capture took place, perhaps, two hours afterwards, and after the Adela had passed the point of the Island. The witnesses variously state the time from 8 to 9, and after.

19th Interrog., pp. 8, 13, 18, 22, 34, 42.

The Quaker City fired either five or six guns; and during all the interval after the pursuit began, till the Adela was struck by a shell, she was of course increasing the distance between her and the point of the Island, the light-house.

Beyond doubt the pursuit began while the Adela was in British waters. Upon this point of fact there can be no question, and the case is scarcely less clear that the capture was consummated before the ship had been driven beyond the protection of the neutral jurisdiction.

The witnesses, all but one, are agreed upon this point, and perhaps the most reliable of them was Robert Monteith, able seaman, who was on deck when the firing began, and he judged the Adela to be "two miles to two miles and a half from land."

3d Interrog., p. 33.
See same Interrog., pages, 6, 16, 29, 37.
Also, 19th Interrog., pages 8, 22, 42.

The fact being then established that the Adela was captured while in neutral waters, we have the case presented of an illegal capture; and the question then arises, whether the claimants are in a position to insist upon the illegality, and to have a decree of restitution.

1. The Government of the United States always expressly disclaimed the right to seize vessels in British or in any other neutral waters.

See letter of Mr. Welles to Mr. Seward, which was sent by the latter to Lord Lyons in March, 1864.
Message and Documents, Department of State, Part 2, 1864–65, page 548. Lord Lyon's letter, page 536.

2. It is earnestly claimed that this action of the Government of the United States places the claimant of the captured British vessel in a position different from that which he would have had occupied had these and similar letters not been written, and that such a claimant has a right to protection and restitution in the same manner as if the British Government itself were the claimant.

If the British Government were the claimant, it is clear upon authority and principle, that the ship and cargo would be restored.

See The Anna, 5 C. Rob. 373.
The Twee Gebroeders, 3 C. Rob. 336.
1 Kent, 117 to 122.

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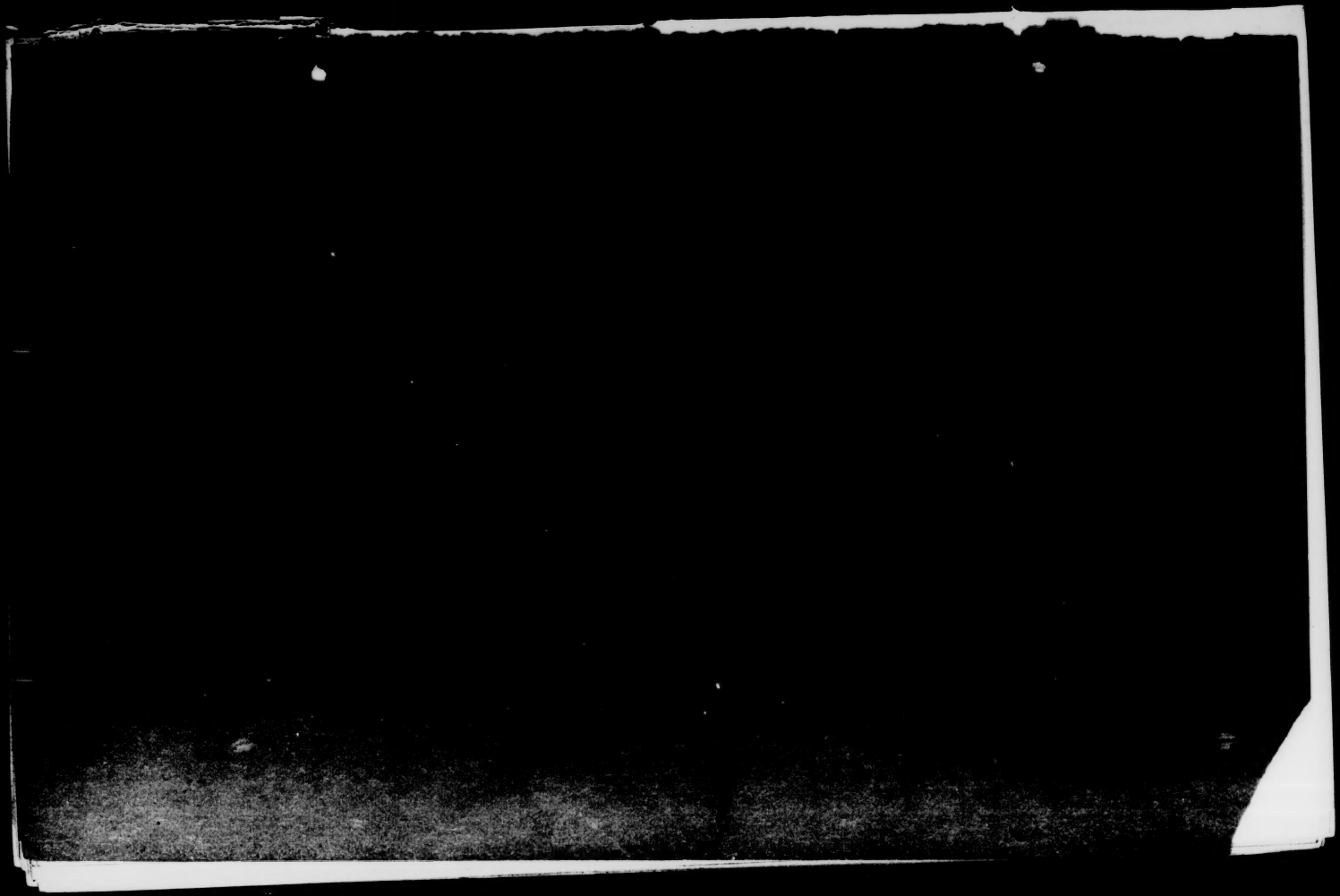

In the Supreme Court of the United States.

DECEMBER TERM, 1867.

STEAMSHIP ADELA AND CARGO	}	No. 69.
vs.		
UNITED STATES.		

Appeal from the United States District Court for Southern District of Florida.

This belongs to the class of cases which may be described as the Nassau prize cases, represented by the "*Bermuda*," argued and decided at December term, 1865. (3 Wallace, 542.) The fact that when the case was removed to this Court, December 8, 1864, the case of the Bermuda was not decided, is the only excuse which can be made for the claimants troubling the Court with its consideration.

Otherwise the Court might well administer to them the rebuke with which the learned Chief Justice, in the case of the Douro, (3 Wallace, 566,) deemed it necessary to reprove the counsel who brought that case up on appeal. He said :

"We cannot approve the conduct of the counsel who advised this appeal. An appeal is a matter of right, and if prayed must be allowed ; but should never be prayed without some expectation of reversal.

We impose penalties when courts of error, merely for delay, are sued out in cases of judgments at law for damages; and if the rule were applicable to the case before us, we should apply it."

I. This steamer was captured on the 2nd of July, 1862, a few miles from Abaco, by the U. S. S. Quaker City, and adjudicated, with the cargo, as prize of war, at Key West. The capture was not effected till after six guns had been fired by the Quaker City. (Rec., p. 11.) She was sailing for Nassau, from whence, unquestionably, the cargo was to be transported to Charleston, or some other southern port, either in the Adela, or another vessel to be provided by the agents of the parties interested in the transaction, who were, without doubt, the Liverpool shippers and the rebel government.

Walker, the master, on August 2, 1862, filed a claim for vessel and cargo, stating that three parties, who, if the testimony is to be believed, were not owners at all, owned the vessel, and making no averment whatever as to the ownership of the cargo—simply saying that the cargo was shipped at Liverpool by Andrew Berne, and consigned to Saunders & Son, at Nassau. (Rec., p. 4.)

The court, on August 28, made an order requiring the claimant to adduce further proof of the true character and extent of the outward voyage, and of the ownership and destination of the cargo, and to produce the documents of the cargo and voyage. (Rec., p. 5.) Under this order the claimant took at Liverpool the

deposition of Arthur Bowes Forwood, and Wm. Bowes Forwood, of the firm of Leech, Harrison, and Forwood, as alleged owners of the cargo, and produced a copy (one copy) of the bill of lading, a copy of the invoice of the cargo, and the policies of insurance. (Rec., pp. 45, 61.)

On February 26, 1863, the court condemned vessel and cargo as prize of war. (Rec., p. 6.) An appeal was then taken to the circuit court; and afterwards, in order to obtain a final disposition of the cause, it was removed from the circuit court to this court, by agreement of counsel, under sec. 13 of the prize act of June 30, 1864. (Rec., p. 116.)

II. The information derived from the preparatory examinations and the papers of the vessel, as to the ownership of the steamer and the cargo, the commercial destination of the cargo, and the intended subsequent movements of the vessel after her arrival at Nassau, is chiefly of a negative sort. This a feature perfectly characteristic of this class of cases. Everybody usually on board of such a vessel swears he knows nothing about the case. It was the duty of the masters and principal persons on board vessels engaged in this business of running the blockade from Nassau to maintain a state of absolute ignorance of the parties concerned, and of the true character of the transactions in which they were engaged. This was supposed to be a very good foil to the inquisitiveness of the prize courts. But, under the strenuous requirements of an order for further proof, those courts usually obtained all that was necessary to a decision of the cases.

The testimony of Walker, the master, in this case is a bundle of negatives. He knows neither the owners of the steamer, nor the owners of the cargo. Mr. Burn, of Liverpool, appointed him, he says, to the command of the vessel, and Burn shipped the merchandise, but on whose real account and risk, and for whose benefit, he don't know.

This man does even know the *contents* of the cargo. He had no bills of lading, invoices, or other papers relating to it. His principals swear on further proof that he had a copy of the bill of lading. (Rec., p. 48.) All he knows is, that the Steamer had a register issued at Liverpool, that she sailed from Liverpool to Cork, thence to Fayal, thence to St. Michaels, thence to Bermuda, thence to Nassau, and was captured by the Quaker City. (Rec., p. 6–11.)

The other witnesses, examined in *preparatorio*, say, that they believe Leech, Harrison & Forwood, merchants of Liverpool, owned the vessel and cargo, but their ignorance of the commercial destination of the latter, and of the intended subsequent employment of the former, is as complete as that of the master. The testimony of these other witnesses does, however, disclose the fact, afterwards fully established by the witnesses examined by the claimants under the order for further proof, that the officers and engineers of the Steamer were to receive a *bonus* over and above the monthly wages specified in the shipping articles *in the event of successfully running the blockade.* (See testimony of Benson, 1st mate, Rec., p. 12, int. 8.)

The only documents of the vessel found on board, were, the *register*, dated *Belfast*, 1859, in the name of Malcomson, the Earl of Englinton and Winton, Gairdner,

Moffat and Henderson. (Rec., p. 62.) and the *shipping articles*, for a voyage "from Liverpool to Nassau; *thence, if required, to any ports and places in the West Indies, Gulf of Mexico, and Atlantic Ocean.*" (Rec., p. 07.)

NO PAPER, OF ANY SORT OR DESCRIPTION, RELATING TO THE CARGO, WAS FOUND ON BOARD.

There was a mass of private papers, letters and other documents, addressed and having reference to persons and affairs in the rebel cities, Charleston and Savannah, which show that the ultimate destination of this Steamer was to have been to one or other of those ports. (Rec., p. 74.) The larger number of these letters are purely of a private character. But there is one of them, evidently official, which is of more importance.

It is a letter addressed by Jno. T. Bourne, dated St. George, Bermuda, 2d July, 1862, to L. HEYLIGER, Nassau, advising the latter of the sailing of the Adela for Nassau. Now this man Heyliger was, as is well known, the special agent of the war department of the confederate government, stationed at Nassau, who had in charge the business of forward ingvessels and cargoes sent out from England *via* Nassau to the rebel ports, on account of the rebel government, and all the details connected with that business.—(See Rebel Correspondence, as to Blockade Running, deposited in Archive office of the United States War Department, p. 4.)

This correspondence shows that the Adela and her cargo were proceeding to Nassau in the interest of the rebel government, and that the ulterior destination of both was undoubtedly to one of the ports under the control of that government.

Thus stands the case upon the preparatory proofs and papers: and that it would have justified immediate condemnation of the entire interest seems to be perfectly plain; but the learned judge of the district court deemed it right, before condemning the property, to give the owners an opportunity to prove the nature and character of the transactions connected with, and resulting in, this voyage, in order that they might show, if they could, that the vessel and cargo were absolutely of neutral ownership, and that they were destined, in good faith, for commercial purposes, to a neutral port, with no ulterior destination, contingent or otherwise, to a hostile port. The judge accordingly made an order for *further proof*, which, of course, required the claimants to give the most full, complete, and satisfactory explanation of all the facts necessary to support their claim of restitution.

III. The *further proof*, brought in under this order, makes legally certain, what was morally probable under the preparatory proof, that the Adela was a vessel proceeding to Nassau under rebel control, if not under rebel ownership, with a cargo largely composed of contraband of war, intended to be conveyed, either in the same vessel, or in a different one, after reaching Nassau, to a rebel port, and that the entire interest is liable to condemnation under the principles of the public law, declared and applied in the case of the BERMUDA, and other kindred cases recently decided by this court.

1. The claimants brought in *one* copy of the bill of lading. They carefully refrained from producing the copies sent to Nassau by mail and those given to their agent before he left England for Nassau. (Rec. p. 48, answer to cross-int.) The bills of lading were, "to

order of consignor." The copy produced (Rec. p. 55) is *not endorsed.* We are left to conjecture, therefore, what *order*, as to the delivery of the cargo, was *endorsed* on the copies sent to Nassau. The bill covers "cases, boxes, and packages," and it provides specifically that in the case the "*entering of the port of discharge should be considered unsafe by reason of war,*" the master might land the goods at any port he considered safe at shipper's risk. The contents of these "cases, boxes, and packages," are given in the invoice. (Rec., p. 57.) They are, *inter alia, Enfield rifles, bullet moulds, nipples, cartridge boxes, boots and shoes, negro bluchers.*

It may be said, therefore, as was remarked by the Chief Justice in the case of the *Bermuda*, that "the character of the cargo makes its ulterior, if not direct, destination to a rebel port quite certain." (3 Wallace, 553.)

2. Two members of the firm of Leech, Harrison & Forwood, of Liverpool, were examined on further proof.

One of them, Arthur Bowes Forwood, states that *he* and another person, James Dorrington, of Manchester, were *owners* of the ship, and that the firm of Leech, Harrison & Forwood were the *agents* of the ship. (Rec. p. 45, 47.)

The register found on board does not give, as was before stated, any such ownership. The register on board was taken out at Belfast in 1859, when five different parties appear to have been the owners. (Rec. p. 62.) Nor does the master claim the ship in the names of Forwood and Dorrington. (See claim, Rec. p. 4.) *He* claims for the old owners of 1859. Nor does he assert that Forwood and Dorrington put him in com-

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mand. He says a man named *Burn*, of Liverpool, appointed him master, and that *Burn* shipped the cargo. (Rec., pp. 7–8.)

The relations of this Burn to the voyage are nowhere explained. No mention is made of him by the parties examined at Liverpool. WAS HE AN AGENT OF THE CONFEDERATE GOVERNMENT? It is extremely curious that if Leech, Harrison and Forwood owned the vessel, in any other way than as trustees or agents to hold the title for the rebel authorities, the master did not know and recognize them as owners. The testimony of the witnesses referred would seem to confirm the theory that the Adela was going to Nassau to become the property of the rebel government, and to run the blockade, under some agreement or bargain, contingent or otherwise, made at Liverpool with the people who allege they owned her, to be executed at Nassau, between the agents of the alleged owners and the rebel authorities stationed there. One of these witnesses says, "The Adela was purchased as a speculation, the object being to send her out to Nassau, and her future employment was to be determined upon after the vessel reached that place. There were conversations between myself and my co-owner relating to the prospect of her being advantageously sold at Nassau, and, also, we spoke of her being a suitable vessel to run the blockade of some southern port." (Rec., p. 47.)

Had not a sale of this vessel to the rebels been perfected before she left Liverpool, and was she not, under a previous arrangement, to pass into their hands and under their control, after she reached Nassau? It would seem as if this were a probable solution of the equivocal character of the relation of Forwood and his partners

to the steamer—relations not attested by any documentary evidence, nor by the knowledge and oath of the master.

It seems, further, that an agent was sent by these alleged owners to Nassau with a *power of attorney*, no copy of which is produced and of the contents of which we have no knowledge whatever. (Rec., p. 45, int. 5.) We know nothing as to the instructions contained in this document; and, in the absence of the necessary information, information which the clainants were bound to produce, we have the right to presume, under the other circumstances of suspicion which surround the case, that this power was intended to facilitate the conveyance of the vessel to the rebel authorities at Nassau.

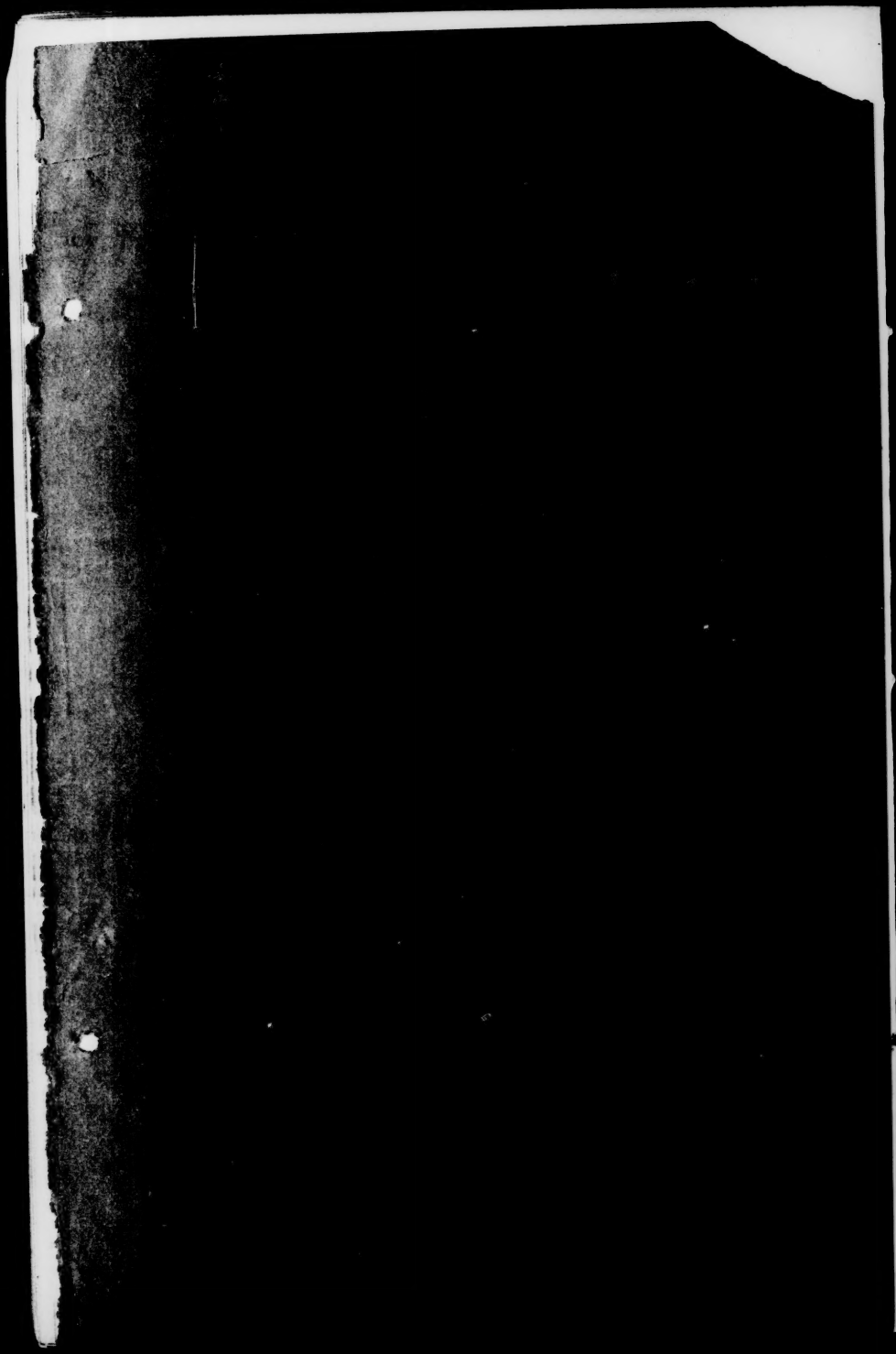
However this may be, it is perfectly clear that it was within the contemplation and intention of these parties that the vessel should make an ulterior voyage to a blockaded port. The witnesses examined in further proof, both swear that the officers of the Adela were promised a *bonus* if the steamer should be "employed abroad," meaning, of course, if she should run the blockade. (Rec., pp. 52, ans. to 4th cross-int.)

3. The testimony, taken under the order for *further proof*, while it fails to explain the precise purpose of the alleged owners of the cargo in sending it to Nassau, shows, very clearly, that the cargo had no commercial destination to Nassau, that is to say, that it was not to be "incorporated into the mass of goods for sale at the port of destination."

The theory of the witnesses referred to is, that the firm of Leech, Harrison & Forwood owned the cargo—that the consignees had no interest in it—that it had not been *ordered* by any body at Nassau. If that is so,

what orders were sent to the intended consignees there, as to the disposition of the property? In the first place, to whom was the bill of lading endorsed? The bill is made to the *order* of the shippers. (Rec, p. 55.) The testimony is, that "duplicates of the bill of lading and invoices were sent from England to Nassau by mail, the originals being given to our agent." (Rec, p. 48.) This agent, McDowell, was going to Nassau, with a power of attorney. (Rec, p. 45.) Whether this power embraced the cargo, as well as the ship, is not stated. But whether it did or not, the claimants were bound to produce the orders given to their agent, and to the parties who were to receive the goods at Nassau, as to the further disposition of them when they should reach that port, and the absence of those orders from the further proof, is conclusive evidence, under the rules of prize law, that those orders contemplated a shipment of the property beyond Nassau, to one of the blockaded rebel ports. The consignees of the ship and goods at Nassau were those infamous rebel agents and abettors, *Saunders & Son.* The whole cargo was unquestionably intended for final delivery at the same port. No discrimination can, therefore, be made between portions of the cargo, and as a part of it were munitions of war, which could have been intended for delivery at none other than a confederate port, the residue of the cargo must, undoubtedly, have had the same destination.

IV. There can be no doubt, therefore, under the affirmative and the negative evidence in the record, that the ulterior destination of the cargo was to a rebel port, and whether this vessel or another, was the intended vehicle of transportation from Nassau to such

port, she is, equally with the cargo, liable to condemnation, inasmuch as her owners were as well part owners of the cargo, and were fully cognizant of the intended ulterior destination of the cargo.

HENRY STANBERY,
Attorney General.
J. HUBLEY ASHTON,
Special Counsel for United States.